

The Hongkong Telegraph.

WEATHER FORECAST.
FAIR.

(ESTABLISHED 1881.)
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April 24th, 1912, Temperature a.m. 74, p.m. 85; Humidity...94, 60.

April 24th, 1911, Temperature a.m. 75, p.m. 75; Humidity...84, 83.

No. 8769

號九初月三年子壬

THURSDAY, APRIL 25, 1912.

四拜禮 號五廿月四英港香

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TELEGRAMS.

THE TITANIC DISASTER.

Further Evidence at the Senate Inquiry.

CALIFORNIAN COULD HAVE SAVED ALL HAD WIRELESS WORKED.

[Reuter's Service to the "Telegraph."]

London, April 24, 11.25 a.m.

SIZE OF THE BERG.

Reuter's correspondent at Boston states that the captain of the Californian says that he was about twenty miles from the Titanic but his wireless was not working or he might have saved all on board. About half past ten he entered an immense ice-field, so he stopped the engines and awaited daylight.

FURTHER EVIDENCE.

London, April 24, 9.50 a.m.

The inquiry into the loss of the Titanic was continued at Washington.

Mr. Pittman, third officer of the Titanic, said he left the vessel in a boat containing forty people. He admitted it might have held sixty.

He heard cries of distress, which continued for an hour after the sinking of the Titanic, and wanted to go to the rescue, but the passengers demurred, and he yielded to them.

A CONTINUOUS MOAN.

Immediately after the Titanic sank he heard four explosions like distant big guns, which he believed were the bulkheads, not the boilers. He did not hear cries of distress before the ship dived. After this there was one long continuous moan, lasting for an hour. He was not aware whether the watertight doors were closed, but that would have been useless in any case, as the iceberg tore out the side of the ship. If the vessel had struck the berg head on she would have been afloat to-day. When the collision occurred the Titanic was going 21½ knots, the greatest speed attained on the trip. He thought it possible that searchlights, if they had been carried, would have revealed the proximity of icebergs.

NO GLASSES.

The lookout man, who was in the crow's nest, testified that he reported the berg shortly before the collision. He probably would have seen the berg with which the vessel collided in time to prevent the accident if he had had glasses, but there were not provided.

A lookout man named Fleet testified that when first seen the iceberg was apparently the size of two large tables, but got larger, and was 50 to 60 feet above the water when struck. If he had had glasses he could have seen it soon enough for the ship to get out of the way. It was customary for the lookout man to have glasses. He asked for them at Southampton, but the officer told him that there were none for the lookout. They had glasses from Belfast to Southampton, but none from Southampton across. When he saw the iceberg he sounded three bells. He also telephoned to the bridge and got a prompt response. The ship was not stopped, but started porting.

A PASSENGER'S EVIDENCE.

A passenger, Major Peuchen, of Toronto, said he travelled with ten friends, all of whom were drowned. After the collision, he said, he took Mr. Hays, President of the Grand Trunk Railway, to see the ice that had fallen on deck. He noticed that the last words spoken by Mr. Hays were, "It does not matter. This boat is unsinkable."

When the boats were being lowered, the discipline was splendid, but he was surprised more sailors were not at their posts. About a hundred stokers came up, crowding the deck, but an officer drove them back like sheep. The failure to sound the alarm after the collision accounted for the non-appearance of many women in time to take to the boats. He wondered why more men were not taken. None could live in the icy water for more than an hour. He expressed the opinion that if the lookouts had had glasses the ship might have been saved. The witness read a statement praising Captain Smith, but criticising the policy and methods of the company.

There was a terrible scene where the wireless operators were barricaded in a room. With only one revolver between them, they had killed fifteen of their assailants. Eventually the Moors climbed to the roof and poured burning oil upon them, whereupon one of the operators was killed, and his three comrades committed suicide to prevent falling alive into the hands of the natives.—Reuter.

TELEGRAMS.

THE TITANIC DISASTER.

OFFICIALS DETAINED.

[Reuter's Service to the "Telegraph."]

After the adjournment Mr. Lemaire and Mr. Franklin urgently requested permission to return to New York, but this the committee declined.

BRITISH ACTION.

Mr. Sydney Buxton, in the House of Commons, said that representatives of sixteen of the leading steamship lines had met at the Board of Trade and intimated that they had already provided lifeboat accommodation for all their passengers, or would do so at the earliest possible opportunity. These included the Union Castle, Royal Mail, Orient, Bucknall, Shaw Savill and Aberdeen lines. He further announced that the Peninsular line, though unrepresented, had informed him that it had already provided lifeboat accommodation for all passengers.

SEAMEN'S STRIKE.

LINERS HELD UP.

[Our Own Correspondent.]

Shanghai, April 25, 9.15 a.m.
Received, 25, 9.55 a.m.

Owing to a strike of seamen at Yokohama, liners are being held up there.

TROUBLE AT FEZ.

DRASTIC MEASURES.

[Service to the "Telegraph."]

London, April 24, 9.30 a.m.

General Moinier has dismissed the pashas of Fez, and will appoint a Governor to replace them. A court martial will try the ring-leaders of the revolt, while the inhabitants will be disarmed. It is also possible that a contribution will be levied as an indemnity for the families of the victims.

A TERRIBLE SCENE.

There was a terrible scene where the wireless operators were barricaded in a room. With only one revolver between them, they had killed fifteen of their assailants. Eventually the Moors climbed to the roof and poured burning oil upon them, whereupon one of the operators was killed, and his three comrades committed suicide to prevent falling alive into the hands of the natives.—Reuter.

TELEGRAMS.

DR. SUN YAT-SEN.

ARRIVAL IN CANTON.

[Our Own Correspondent.]

Canton, April 25.

Dr. Sun Yat-sen arrived in Canton this morning and was received by the officials and people with great rejoicing. Great enthusiasm is displayed everywhere.

CHINA IN TRANSITION.

THE BELGIAN LOAN.

[Our Own Correspondent.]

Shanghai, April 25, 9.15 a.m.
Received, 25, 9.55 a.m.

Tang Shao-yi has presented a statement on the situation to the foreign ministers in which he explains at length China's action in regard to the Belgian loan. The ministers have replied demanding a cancellation of the Belgian loan to which the Prime Minister has practically agreed.

GOVERNOR-GENERAL RESIGNS.

[From Chinese Sources.]

Shanghai, April 24.
Chan Chun-sheng has telegraphed to President Yuan Shih-kai tendering his resignation of the post of Governor-General of Kirin and recommending Man Yuen-yuen as his successor.

ANOTHER LOAN WANTED.
Luk Ching-cheung, Minister for Foreign Affairs, left Belgium on the 20th inst. for Russia in order to negotiate with the Russian Government for the raising of a new loan.

NEW OFFICE CREATED.

The President has announced his intention of appointing commissioners for each province to supervise the preparation of estimates etc. In all instances he will deal direct with the Commissioner of Finance.

SUGGESTED AMERICAN LOAN.

It is reported that the American Minister at Peking has made a suggestion to American financier with regard to the possible advance to the Chinese Government of a loan of \$15,000,000.

COMMANDER LAU RELEASED.

The foreign Consuls at Shanghai have granted the request of the Chinese Chamber of Commerce for the release of Commander Lau Fuk-piu on bail.—Shat Po.

FURTHER APPOINTMENTS.

Peking, April 24.
Lung Si-yi has been appointed Chief Secretary to President Yuan. General Fung Kwok-chung has been appointed to the Army Board.

THE CABINET MEETS.

The new cabinet held its first meeting on April 23 when a policy was decided on and the powers and duties of the various departments were fixed. The first secretary to the new cabinet will be Yuan Shih-shan—Sai Kai Kung Yik Po.

DECLINED.

Shanghai, April 22.
Vice-President Li Yuan-hang has telegraphed to President Yuan declining to accept the office of Chief Advisor to the Army Board and recommending N-m Tai-yai as a good substitute.

TELEGRAMS.

COMMONWEALTH FORCES.

NEW CHIEF OF STAFF.

[Reuter's Service to the "Telegraph."]

London, April 24, 11.25 a.m.

Reuter's correspondent at Melbourne states that Brigadier-General Gordon has been appointed chief of the Staff of the Commonwealth forces.—Reuter.

[Brig.-Gen. Gordon has been commander of the military forces in New South Wales since 1905. He served with distinction in the South African war and was mentioned in despatches.]

TRIPOLI WAR.

VESSELS HELD UP.

[Service to the "Telegraph."]

London, April 24, 7.45 a.m.

Though the Porte contemplated reopening the Dardanelles yesterday, the commander of the forts refused to accept responsibility in view of the continued presence of Italians in the Archipelago. Numerous grain-laden ships are meanwhile held up in the harbour, the Phosphorus presenting an unprecedented sight. The underwriters at Lloyd's are uneasy and chartering for the enormous ex-Black Sea trade is at a standstill in London.

Battle shipowners are discussing the cancelling of contracts.

ITALIAN OCCUPATION.
A message from Rome states that the Italians have occupied the Island of Stampalla in the Aegean Sea, whereon they have established a revictualling base. The place is considered most suitable for the repression of contraband.

ITALIAN CASUALTIES.
A message from Rome states that the Italian casualties in repulsing the attacks of the 23rd of April at the new positions on the Macaez Peninsula were 7 killed and 70 wounded.—Reuter.

PORTO AND THE POWERS.
The Porto has thanked the Powers for their offers of mediation, which it accepts conditionally upon the maintenance of effective integral sovereign rights of Turkey and the Italian evacuation of Tripolitania. Any other solution is impossible without disturbing the whole empire. The Turkish reply concludes by stating that Turkey is prepared to grant to Italy economic concessions in Tripoli.

Wong Declines.

Wong Ching-wai has, it appears, given the Governor-General the slip for when he arrived in Hongkong recently he at once telegraphed to the Governor-General informing him that he would not return to Canton but go on to Singapore. Later by means of a letter Wong informed him that he did not intend on any account to take up the position of Governor-General of Canton and if they tried to force the post on him he would go away. He was quite willing to act as an adviser to the holder of that prominent position.

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TELEGRAMS.

HOME RACING.

CITY AND SUBURBAN.

[Reuter's Service to the "Telegraph."]

London, April 24, 4 p.m.

The City and Suburban was decided to-day at Epsom, with the following result:

Chili II..... 1
Lonawand..... 2
Moscato..... 3

Fourteen ran; won by three quarters of a length, two lengths between second and third. The betting was 20 to 1 Chili II, 7 to 1 Lonawand, 6 to 1 Moscato.

Saint Nat was ridden by Walter Griggs and Bachelor's Hope by Donoghue. Ultimus did not start. Saint Nat was the first to show prominently and made the running into the straight where Bachelor's Hope went to the front. A furlong from home Chili II went to the front and won as stated.—Reuter.

CANTON NEWS.

[The "Telegraph" Correspondent.]

Canton, April 24.

Chan Kwan-ming has received a telegram from Dr. Sun Yat-sen announcing his arrival in Hongkong, and the society formed for welcoming him has fixed upon Tung Yuen as the place where the reception will be held. The representatives attending the reception will not be allowed to carry arms and will be searched prior to admission. The Governor-General has also ordered the police to fix a time when crackers may be discharged, as it will be a serious inconvenience if they are fired when the streets are crowded with people.

Chinese in Dutch Possessions.

The Chinese working in the tin mines in Dutch possessions have sent a long communication to the Press Society in Canton in which they allege that many of their number have been kidnapped by treacherous countrymen and sold as slaves. They complain that they are made to work under a broiling sun from morn until eve without any rest at all and are liable to be whipped by the overseers if they endeavour to snatch a respite from the heat and glare. Among the other allegations that are made is one that they are confined to the mines and are not allowed to pass outside the confines without a permit, and should they endeavour to get away they are cast into prison, while if they offer resistance they are either shot or "chopped to death." They state that the object they have in making this communication is to endeavour to deter others from emigrating to the Dutch possessions, and to have the matter brought before the Central Government so that some amelioration of their lot may be obtained.

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TELEGRAMS.

HOME POLITICS.

WELSH DISESTABLISHMENT.

[Reuter's Service to the "Telegraph."]

London, April 24, 7.45 a.m.

In the House of Commons, Mr. McKenna introduced the Welsh Disestablishment Bill, and said it bore a great similarity to Mr. Asquith's bill of 1909. It was proved beyond dispute, he said, that the Church of Wales included a small minority of the actively religious people of Wales, consequently it could not claim to be the national Church. An enormous proportion of the Welsh members favoured the Bill. All Ecclesiastical Jurisdiction and Law would be abolished from the 1st July after the passing of the Act. Commissioners would be appointed to receive existing Church property and distribute it. The total income of the Church was £260,000, and this would be gradually reduced to £180,000. Some endowments would be divided among the Welsh colleges, libraries and museums.

THE DEBATE.

Lord Lytton disagreed with Mr. McKenna's figures, affirming that the Church was the largest denomination in Wales. Why he was afraid was, because of showing a great revival, her enemies had lifted their hands against her. Mr. McKenna had in no way justified the measure, which he would inflexibly oppose. The Brynmor-Jones Bill would remove serious friction and promote increased religious responsibility and greater happiness among the Welsh people.

PURELY DESTRUCTIVE.

Lord Robert Cecil said the Bill was purely destructive. It was prompted by the envy of 'sectarianism, and would injure religion to an incalculable extent. Leaving certain funds to the Church was a concession made not in justice, but in fear. This attempt to buy off opposition would fail. Their principles were not for sale.—Reuter.

HOME RULE.

NATIONAL CONVENTION.

[Service to the "Telegraph."]

London, April 24, 7.45 a.m.

The Mansion House at Dublin was thronged for the National Convention, and four thousand people were unable to gain admission. A motion, proposed by Mr. Redmond and seconded by the Lord Mayor of Cork, in favour of the Home Rule Bill, was approved amid a scene of enthusiasm leading to several minor disturbances.

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8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.
NIGHT CARS.	
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.50 p.m.	every 15 minutes.
SUNDAYS:	
7.30 a.m.	
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 10 min.
6.00 p.m. to 7.00 p.m.	" 15 min.
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Hongkong, 18th April, 1912. [129]

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Hongkong, 23rd September, 1911. [42]

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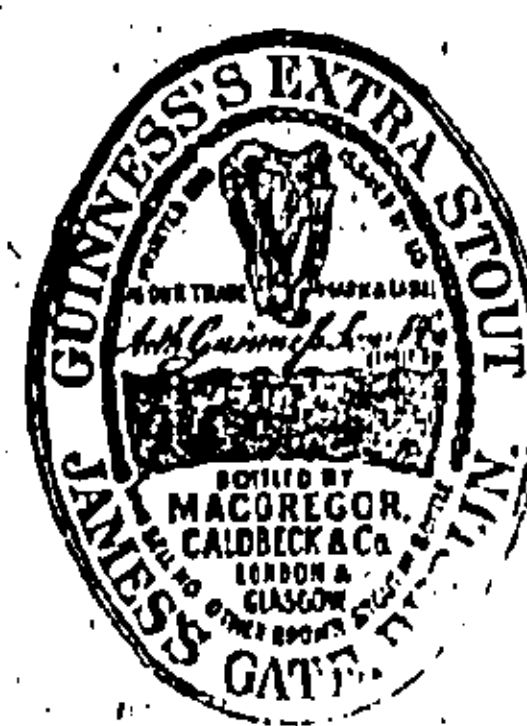
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Hongkong, 19th Dec. 1911. [49]

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Hongkong, 25th January 1912. [46]

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OUR
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

The Liberty of the Subject.
Notwithstanding the many years and worries of the Imperial Government at Peking the high officials in the metropolis have time to attend to things that do not strike outsiders as being very important at the present crisis. Just recently it appears the Governor-General of Canton received a despatch from the north, emanating apparently from the first instance from the President, in which the question of the queue is dealt with at much length. Of course the usual references to the cruelty of the Manchus in forcing the Chinese to assume the queue, 250 years ago, are given and a list of those who suffered death rather than submit, to wearing the appendage, is referred to also. Then the message alludes to the fact that foreigners have laughed at the adornment, holding it in derision, after which we strike quite a new idea, and that is that the Chinese now hold the queue to be a source of danger to health. On that account, therefore, it must go. It is now laid down in Peking that within twenty days every queue must be removed or severe punishment will be meted out, though what the punishment would consist of is not stated. In addition, it is pointed out that in some places whilst the queue has been removed, the preference for having the head still remains, after the fashion of the olden style. It is affirmed that this is not pleasing to the eye, and therefore should be discontinued.

Daily Press

Noises in Hongkong.

From communications reaching us, it is evident that the reference made in our yesterday's issue to the ordinance passed in 1844 to secure "the peace and quiet of the inhabitants of the town of Victoria and its vicinity at night-time," touches a question in which a large portion of the European community is deeply interested. Many readers, we are sure, will be grateful for the information communicated to us by the management of the Chinese Y. M. C. A. that they will do their best to mitigate the annoyance caused by the newly-formed brass band who are learning "to disperse harmony" but, if we may venture to say so, appear a long way yet from recognising the distinction between harmony and the most horrible discord. Exile to Lantau is not, however, deemed to be a practical suggestion, and it is hoped that the distress of residents within earshot will be minimised by the time for practice being fixed a little earlier than at present. Our attention has been called by one correspondent to the motorcar nuisance at night. He hopes that our comments may have the effect of putting a stop to the noise made by these cars which career through the streets of the colony, tooting their horns, usually until three or four o'clock in the morning.

South China Morning Post.

Titanic Lessons.

Readers will be interested today in the views obtained by our reporters regarding the Titanic disclosures and their prospective effects upon local shipping. Much talk has been indulged in during the past week as to the life-saving equipment of vessels trading to and from this port, and many will be gratified to learn that local shipping companies are ready to adopt whatever suggestions may be the outcome of the investigations now proceeding, though the vessels are concerned to only a small extent in comparison with the greyhounds of the Atlantic and Pacific. The Board of Trade regulations as they apply to Hongkong have been admirably reviewed. It seems that while American vessels plying to and from Hongkong make the most ample provisions in case of accident, vessels flying the British flag observe to the letter the stupid rule of the Board of Trade which gauges the amount of lifeboats to be carried not on the number of people aboard the vessel, but on the gross tonnage.

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SPECIAL MATINEE
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Children Half-price.
Bookings at MOUTRIE'S.
Late Car to the Peak.

WORLD'S NEWS IN BRIEF.

A Concise Review.
UNITED STATES.

A widespread labour unrest has developed throughout New Jersey among the silk weavers and other textile workers. A silk workers' strike, which is now proceeding at Paterson and elsewhere, is apparently part of a general strike which is being contemplated in the cotton and woolen centres. The same Socialist organization which directed the Lawrence strike is believed to be supporting the New Jersey movement. Estimates of the number of those already idle range from 10,000 to 20,000. The strikers demand a higher rate of wages.

Thousands of textile operatives were rendered idle recently when the millowners at Lowell, Massachusetts, closed their plants until the wage dispute should be settled. This action was taken after further strikes had been declared there, the workers demanding 10 to 15 per cent. increases.

The railroads having refused to raise the wages of their employees, the executive committee of the Brotherhood of Locomotive Engineers, representing 25,000 workers on 50 Eastern railroads, unanimously decided to call for a strike vote on all the systems involved.

The Lawrence strike is officially ended and the operatives are resuming work without a disorder. It is estimated that upwards of 120,000 textile workers throughout New England will benefit by the higher wages which have become effective.

Mr. Roosevelt, speaking in New York, said that his proposals for recall of judicial decisions had nothing to do with the United States Supreme Court or the Federal Constitution; he only suggested that decisions by which State courts nullified legislation for the public welfare should be submitted to a popular vote.

FRANCE.

The debate on the Moroccan interpellations ended with a vote of confidence in the present Government by a majority of 332. A resolution for the appointment of a commission of inquiry into M. Caillaux's policy was adopted. Several attempts were made to induce M. Caillaux to speak, but he took no part in the debate.

Mme. Curie recently underwent an operation, but is now much better. It is hoped that she will be sufficiently recovered to take part in the forthcoming deliberations of the International Commission for fixing a radium standard. At the request of the Commission she has prepared a glass tube three millimetres in diameter and three centimetres in length, and the exact amount of radium contained in this tube will be fixed as the standard weight, which, in ordinary terms of measurement, would be about two centigrammes.

The Court of Cassation has allowed the Public Prosecutor's appeal against the judgment of the Court below quashing the proceedings against the company promoter Rochette on the ground that they had been invalidated by successive adjournments of the preliminary judicial inquiry and of the trial. The Court found that the conduct of the case had been regular and was valid. The affair will be withdrawn from the Paris Courts and will be re-tried before a provincial tribunal.

Princess Victor Napoleon, wife of the French Bonapartist Pretender, has given birth to a daughter in Brussels.

A case of supposed premature burial is reported from Medes, near Toulouse, in France. M. Gaston, a small farmer, was supposed to have died suddenly and after the death certificate had been given the funeral took place. The gravediggers thought they heard groans. The coffin was raised, the lid wrenched off, and they saw it was evident the body, which was still warm, had moved. A doctor tried artificial respiration, but was too late.

Turkey.

Kopassia Effendi, the Prince-Governor of Samos, has been stabbed by a Greek and has died as a result of his wounds. The assassin was arrested. Kopassia was of Cretan origin. Fezid

Pasha, in August, 1901, appointed him Governor of Samos. In the following spring came a collision, the popular party in the island, under Sophocles, refusing to submit the Assembly, and the Porte determined to support him by despatching troops to Vathy in contravention of the arrangement concluded with the three protecting Powers in 1832. Serious bloodshed followed. The Governor for some days was besieged in his house and the town was bombarded by Turkish warships. Sophocles, who fled from the island, was condemned to death and his property was confiscated. These occurrences rendered Kopassia highly unpopular not only with the Samians, but with the whole Greek world.

Ten bombs have been found at kilometre 174 on the Salonika-Monastir Railway and near Florina.

GREECE.

The elections to the new Chamber have given M. Venizelos an overwhelming majority. Of the 181 Deputies returned, 147 are supporters of the Premier.

It is expected that 23 Cretan Deputies will present themselves at Athens, but the Greek Government is firmly resolved not to admit them without the consent of the Powers.

RUSSIA.

Bitter criticism of the affairs of the Orthodox Church has been heard from all parties in the Duma during the debate on the estimates for the Holy Synod. The Extreme Right denounced attempts to bring about closer relations with the Anglicans, but these attacks fell flat. On the other hand, denunciation by the Moderates and the Opposition of bureaucratic centralism evoked intense interest and approval. Bishops Eulogius and Mitrofan were among the critics. The culminating point was reached in a speech by M. Guekhoff, who denounced the Procurator of the Synod for abuses which recently caused much scandal throughout the country, notably the assumption of clerico-political dignity at Court by the notorious Gregory Rasputin.

Captain Maltshewski, the commander of the local detachment of the Finnish frontier guard at Tulomero, in the Government of Olenetz, has been shot dead by two of his men.

RANGOON RIVER COLLISION.

Seang Bee's Bow Badly Damaged.

A serious collision took place on the morning of April 9 about half-past four near the pilot brig outside the entrance to the Rangoon River between the steamer Seang Bee of the Chinese Steamship Company which was on her way into port from Singapore and Chinese ports, and the steamer Angora of the British India Company, which was bringing the English mails from Calcutta. Both steamers came to their moorings considerably the worse for the encounter. The Seang Bee has her bow badly torn and damaged, with plates loosened and torn partly away; the Angora has a big indentation in her star-board side just aft of the first mast, but none of her plates were loosened, although part of the decking was ripped up.

According to one account the blame is laid on the Seang Bee, as it is claimed that the Angora, which is a mail boat, arrived on the scene first and that the Seang Bee in an attempt to get a pilot first rammed her. A passenger on the Angora stated that he was in his cabin reading when he felt a shock that almost threw him out of his chair and the next moment saw through his port hole the bow of a ship move off in the darkness. All the passengers ran on deck, but assurances were given that nothing dangerous had happened and no excitement prevailed.

The damage to the Seang Bee is estimated at between £3,000 and £4,000, while that to the Angora is about £1,500.

An account given by one of

board the Angora says that that vessel left Calcutta at 8 a.m. on Sunday, bringing besides the English mail a small complement of saloon and deck passengers. The voyage up to the time of her arrival off the brig was uneventful, the vessel making a splendid passage, and meeting with the best of weather. She arrived at the pilot brig shortly after 4 a.m. in company with the Gloucestershire and the Seang Bee. It was here that the accident took place.

Waiting for Pilots.

Both the Angora and the Seang Bee were waiting for their pilots to board, the former being the closer vessel to the brig, the latter coming slowly in from the seaward side. Every precaution was taken to avert a collision, but in spite of all at 4.25 the Seang Bee struck the Angora's stern, inflicting considerable damage. The damage fortunately, although considerable, was not of a sufficiently serious nature to prevent either vessel continuing her voyage; and shortly after 8 a.m. the Seang Bee berthed safely at No. 1 Sule Pagoda, to be followed soon after by the Angora at No. 2 latter Street. Both ships bore unmistakable signs of the accident, the crumpled up bow of the Seang Bee causing much comment, her damage being much more serious and more noticeable than the Angora's.

The Collision.

There is little to tell of the collision, which was only of about half a minute's duration. The Angora was broad-side on and received the blow on the star-board side abreast of No. 2 hatch, heeling over slightly for a few seconds under the force of the impact. After the first blow the Seang Bee swung slightly round, the bluff of her bow again striking the Angora slightly abaft the break of her bridge, but this time doing little harm with the exception of demolishing her companion ladder, slightly bending her side plates and damaging several light deck structures. The first blow was the most serious; the Angora's plates being badly stove in from the upper deck, beams buckled, and side frames bent; in spite of all, however, it was soon ascertained that there was no actual hole in her side and that she was making practically no water.

The Seang Bee was not so fortunate, the damage she sustained being of a much more serious nature. The force of the collision snapped her stern post and twisted her plates out of all recognition, leaving a gaping hole for many feet. Owing to her not having such cargo, however, and being in consequence high out of the water the majority of the damage was above the water line, which enabled her to complete her voyage up the river without difficulty. The collision was so unexpected that there was no time to warn any of the Angora's passengers, the first intimation of an accident they received being the grinding crash as the vessels collided.

Cool Behaviour.

All were soon on deck, however, and are to be heartily congratulated on their cool behaviour, for until the actual extent of the damage was known, there was very probability of the collision assuming serious aspect. Almost before the vessels drew apart the boats were all swung out in readiness, and every precaution was immediately taken to ensure the safety of all on board. Fortunately, however, such extreme measures were unnecessary.

The commander, officers, and crew are all greatly to be commended on their presence of mind in so quickly grasping the situation, and on the quiet, orderly way in which all commands were carried out. Their united efforts completely won the confidence of the native passengers and all on board, and entirely allayed all possibilities of panic amongst them.

Both vessels will undergo a survey before leaving port, and the Thursday's passenger sailing of the British India F.N. Co. will be taken by another of the company's steamers, the Angora after being temporarily repaired and returning to Calcutta to be dry-docked and thoroughly overhauled.

HONGKONG GYMKHANA CLUB.

Programme of Second Meeting.

The following is the programme of the second Gymkhana meeting to be held at the Happy Valley on Saturday, May 25:—

- 1.—3.00 p.m.—Five Furlongs Flat Race.—For Subscription Grifflins of the season 1911-12 which have not won an Official Race. Weight for inches as per scale. Winners at the K. O. Y. L. I. Meeting and the First Gymkhana Meeting this season of one race 7 lbs., of two or more races 10 lbs. extra. Jockeys who have won 2 Official Races penalised 3 lbs. Jockeys who have won 3 Official Races penalised 4 lbs. and Jockeys who have won 4 or more Official Races penalised 5 lbs. Entrance fee \$5. 1st Prize: \$100. 2nd Prize: \$25.
- 2.—3.20 p.m.—Gymkhana Stakes.—Value \$100. Distance One Mile. For all China Ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open Griffin race or Ponies that have won the aggregate prize in the Gymkhana Stakes in any season 5 lbs. Non-winning Subscription Grifflins allowed 5 lbs. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 7 lbs.

A Cup to be run for five times called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Race, but in the event of a pony carrying the penalty not winning 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. In the event of two or more Ponies tying with the same number of marks after five races have been run the owners shall either divide the value of the Cup which is hereby placed at \$400 or shall run off on a day to be fixed by the Committee not being the same day as the last race for the Stakes but within two weeks thereafter. In the event of a race off the weights to be carried shall be weight for inches as per scale. Entrance fee \$5. 2nd Prize: \$25. Entrance fees to go to winner.

3.—3.40 p.m.—Ladies' Nomination: Three Furlongs Scoury.—For China Ponies; Subscription Grifflins of any season and bona fide Polo Ponies certified as such by the Secretary Hongkong Polo Club and which have been regularly played prior to May 1, 1912. Catch weights 152 lbs. Winners of races including races on off-day and at all Gymkhana and Regimental Meetings of one race 7 lbs. extra, of two races 14 lbs. extra and of three or more races 24 lbs. extra. Jockeys who have won 2 Official Races penalised 3 lbs. Jockeys who have won 3 Official Races penalised 4 lbs. and Jockeys who have won 4 or more Official Races penalised 5 lbs. Ponies to be nominated by a Lady.

When entering for this event Competitors are requested to give Lady Nominatrix's name also particulars of races won by pony (if any).

Entrance fee \$5. 1st and 2nd Prizes for ladies presented by the Gymkhana Club. Owner of winning Pony to receive \$50.

4.—4.00 p.m.—Trotting in Pairs.—Two runs. Competitors must be mounted on China Ponies. Two small cups to be presented to the winning pair at each competition and at the conclusion of the Season a Trophy will be given to the Pair scoring the highest aggregate of points all meetings included. To provide for sickness or absence from the Colony a new member may be introduced into a Pair in one competition but not more.

5.—4.30 p.m.—One and a Quarter Mile Flat Race. Handicap.—For all China Ponies. Jockeys who have won 2 Official Races penalised 3 lbs. Jockeys who have won 3 Official Races penalised 4 lbs. and Jockeys who have won 4 or more Official Races penalised 5 lbs. Entrance fee \$5. 1st Prize: \$100. 2nd Prize: \$25. 3rd Prize: \$10. No Race unless 3 Starters.

6.—4.50 p.m.—From the Two Mile Post Once Round and in Flat Race. Handicap.—For Subscription Grifflins of any Season. Jockeys who have won 2 Official Races penalised 3 lbs. Jockeys who have won 3 Official Races penalised 4 lbs. and Jockeys who have won 4 or more Official Races penalised 5 lbs. Entrance fee \$5. 1st Prize: \$100. 2nd Prize: \$25. 3rd Prize: \$10. No Race unless 3 Starters.

7.—5.10 p.m.—Hurdle Race.—Distance about One Mile and Three Furlongs. For all China Ponies. Catch weight 10 st. 12 lbs. No penalties for Jockeys or Ponies. Entrance fee \$5. 1st Prize: \$100. 2nd Prize: \$25. No Race unless 3 Starters.

8.—5.30 p.m.—Hurdle Race.—Distance about One Mile and Three Furlongs. For all China Ponies. Catch weight 10 st. 12 lbs. No penalties for Jockeys or Ponies. Entrance fee \$5. 1st Prize: \$100. 2nd Prize: \$25. No Race unless 3 Starters.

9.—5.50 p.m.—Hurdle Race.—Distance about One Mile and Three Furlongs. For all China Ponies. Catch weight 10 st. 12 lbs. No penalties for Jockeys or Ponies. Entrance fee \$5. 1st Prize: \$100. 2nd Prize: \$25. No Race unless 3 Starters.

10.—6.10 p.m.—Hurdle Race.—Distance about One Mile and Three Furlongs. For all China Ponies. Catch weight 10 st. 12 lbs. No penalties for Jockeys or Ponies. Entrance fee \$5. 1st Prize: \$100. 2nd Prize: \$25. No Race unless 3 Starters.

11.—6.30 p.m.—Hurdle Race.—Distance about One Mile and Three Furlongs. For all China Ponies. Catch weight 10 st. 12 lbs. No penalties for Jockeys or Ponies. Entrance fee \$5. 1st Prize: \$100. 2nd Prize: \$25. No Race unless 3 Starters.

order to win the aggregate Trophy the same Pair must have competed in not less than four competitions. Any pair whether competing for the Trophy or not may compete for the small cups. Entrance free.

The Committee of the Gymkhana Club will appoint a Judge who will judge this competition throughout the season and whose decision shall be final. In the case of illness or absence of any Judge appointed the Committee shall appoint a substitute.

Marks.
Mr. Ross, Mr. Master 19.1-2
Mr. Logan, Mr. Moxon 17.1-2
Capt. Brierley, Mr. Lawder 15.1-2
Capt. Agg, Mr. Jervis 12.1-2

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The Hongkong Telegraph.

HONGKONG, THURSDAY, APRIL 25, 1912.

IRELAND AND THE COLONIAL ANALOGY.

In his latest speech on the subject most dear to his heart, Mr. Redmond once again employs the Colonial analogy to Home Rule for Ireland. There are therefore, it would appear, men gullible enough even yet to accept that analogy as a sound one. There are, to be sure, certain resemblances between Home Rule in the self-governing Dominions and Home Rule in Ireland, but these resemblances are all against Mr. Redmond's contention. The tendency in the self-governing Dominions is towards unification, not separation. In South Africa, for instance, the Union has been entirely successful, except on one point. And it is remarkable fact that the racial quarrel which threatened for a time to disturb the harmony of the Union, was due to one of the few powers remaining to the individual states—that over primary education. The quarrel is nearly ended now, but it is a noteworthy fact that almost the one tag of federalism remaining after the Union should have seriously threatened to destroy the peace of South Africa.

If the Colonial analogy is to be followed to its legitimate conclusion, then, the same powers should be conferred upon Ireland as are now enjoyed in the Dominions. Is the Free Trade Government willing that Ireland should erect a barrier against British manufactures, as the self-governing Dominions have done and as Parnell said he proposed to do? Is Ireland to be allowed to aim, once she has Home Rule in operation, at being left free to decide whether or not she shall join in Imperial defence and Imperial wars? It will be remembered that at the last Imperial Conference Sir Wilfrid Laurier claimed this right for Canada, which, he said, wished to assist in or remain clear of an Imperial war, as she decided was best in her own interests. If the Colonial analogy is to be followed, Ireland may be expected to work deliberately to secure the same position that Canada enjoys.

Mr. Redmond approves of the financial aspect of the Bill; as well he may since the British taxpayer is to face the deficit in the yearly balance-sheet. That deficit is to decrease steadily and ultimately disappear, we are assured, but that dream can be realised only if Irish trade revives very considerably. There is no power in the Bill now before Parliament by which Irish industries can be revived and new industries promoted. Why have promoted and who maintain such industries as flourish to-day? Not the Home Rulers, but that section of the Irish people which desires above all things to remain in the Union. The men, who are all for Home Rule, have again and again proved themselves the last men to foster new industries. They have opposed all promising economic change. They resisted the effort of Davitt to revive the woolen industry, the efforts of Sir Horace Plunkett and others to improve Irish agriculture, and they opposed bitterly the Irish Agricultural Development Bill. However the Bill is examined it falls miserably, and it falls most when the Colonial analogy is advanced.

DAY BY DAY.

As you're never sure of an hour, do not squander a minute.

Smugglers Caught.

Two men have been arrested at Sheutakok while attempting to smuggle spirits into Chinese territory.

Felled by a Motor Car.

A man has been removed to the Government Civil Hospital suffering from injuries caused by his being knocked down by a motor car near Jardine's Wharf.

Alleged Cruelty to a Girl.

The case in which a Chinese woman was charged with cruelty to a young girl came to a conclusion yesterday when Mr. E. A. Irving, at the magistracy discharged the defendant.

Junk Master Fined.

A fine of \$100 or three months' hard labour was passed on a junk master at the Marine Court, today for failing to licence his junk, reporting his arrival, and for leaving the Harbour without a clearance on several occasions.

The Verandah Peril.

A man while walking along Queen's Road was unfortunate enough to be hit on the head by a mirror that fell from a verandah. He sustained injuries which necessitated his removal to the hospital.

Dead Bodies.

In all five dead bodies were recovered by the police yesterday, two of which showed that death was due to small pox, while in the case of the others natural causes is said to have brought about death.

Died in a Ricksha.

The relatives of a man living out in the eastern district thought that he was suffering from plague and accordingly removed him to hospital. As they were taking him to the branch hospital in Wanchai, in a ricksha, he died and the diagnosis of the relatives has since been confirmed.

Uncontested Claim.

Chu Siag did not contest the claim for the recovery of property in his possession made by the China Hong Nin Life Insurance Co. at the Supreme Court, today, and Mr. Hind, who appeared for the plaintiff, secured the favour of Mr. Justice Gompertz's judgment.

The Snatcher.

The Chinese lad who appeared yesterday on a charge of snatching a handbag and purse containing \$12.20 from Mrs. Koonoy in Garden Road, came up on remand at the Magistracy today. The police applied for another adjournment stating that the prisoner was thought to be connected with other instances of snatching on the higher levels. The application was granted.

A Man's Offer.

At the Magistracy this morning a tram conductor was charged with a certain offence in respect to a girl aged about fifteen years. It appears that the matter was originally brought before the Registrar General and then the man offered to marry the girl. The mother refused to give her consent. As a result the man was prosecuted and in the end was sent to prison for six months with hard labour.

Taxing Mineral Waters.

In view of the extended market for various kinds of mineral waters in Japan, the Government is reported to be contemplating a tax upon these beverages. The report has greatly alarmed the dealers in these waters. They say (two quote the "Japan Advertiser") that if the Government taxes them they will be obliged to increase their prices, which people complain are already too high, so that both dealers and consumers must equally suffer. It is said they will make an appeal to the Government not to impose any new taxes of this kind.

An Alarming Report.

Cancer has at last, by a steady and uniform increase year after year, reached a mortality of 8,000, a recent bulletin of the New York State Department of Health reports. "Cancer as a disease has increased more rapidly than tuberculosis shows that in the preceding twenty years there have been 270,000 deaths from that cause and 100,000 from cancer." The bulletin adds: "Comparing cancer with the almost stationary mortality of consumption, it would appear that within another twenty years there will be more deaths from cancer than from consumption."

Naval News.

H.M.S.'s Wollard, Oak, Otter, Vingo and Whiting, left yesterday Swatow and arrived there today. H.M.S. Monmouth arrived in Hongkong today.

Britain for the British.
The defendants in an action at Shereditch County Court were: Adam Fisso, Yungas Kialineas, Yonas Yomalavious, Antonas Pekawious, Antonas Souiskas, Pranas Straizkouchas, Yuoasas Barzdaitis, Rev Kazunorjas Matulaitis, Y. Ladzers, Yurgis Lewinckas, Antonas Petrauckas, Kazuniras Tohins.

Beginning with Z.
The passing away of Sir William Zeal, a distinguished Australian statesman, is a reminder of the rarity of English surnames beginning with the last letter of the alphabet. Has there been within living memory a member of the House of Commons whose name began with a Z? In this respect Australia has had quite a record, for Sir William Zeal had as contemporaries in Parliament House, Melbourne, a Zimeck and a Zox. And simultaneously there was in the civic life of Melbourne an Alderman Zavenboom. In England Mr. Zangwill can still maintain his boast of coming last on every list.

A Cynical View.
The "Man of the World" in the "Rangoon Times" discourses thus upon matrimonial tendencies in Burma Society:—

It always amuses me to see how light-heartedly a young man hurls himself headlong into marriage. East. A girl comes out from home, dances well, is game for anything being full of English air and English beef; if she is good-looking, she can have, within three months, the pick of at least one senior I.O.S. man, lawyer or merchant, half a dozen of the younger office wallahs, at least two Bombay Burma men from upcountry, a D.S.P., a man in the Forests, and several non-descripts. Burma must be a paradise for the young girl and ladies for the married woman. Had I not arrived here married, I never should have done so. A bachelor, however poor he may be, or however contemptible his prospects, provided that he has a sufficiently big debt at his tailors, is a little king, as long as he does not marry. Marriage drags him back into the ruck even although he marries an angel from heaven. Still as the bigamist remarked when they brought him before the Magistrate "Somebody must keep the billy show going."

THE KING AND THE CAMERA.

King George has been so annoyed recently whenever he has appeared in public by the allegation of the photographer that drastic means are about to be adopted to protect the Royal Family from the attentions of the newspaper "snaphotter." Already representatives of two well-known newspapers have been forbidden the precincts of Buckingham Palace owing to the way in which they have photographed their Majesties at inopportune moments.

"SARAH LEE" ON TOUR.

Countess in a Caravan
Lady Arthur Grosvenor is making an extensive caravan tour this summer. Her ladyship, with her children, and probably her husband, Lord Arthur Grosvenor, has arranged to tour from Cheshire through England and across to France. From Bordeaux she will continue to the South of France, and will terminate her outward journey by staying for some time at the Duke of Westminster's French hunting chateau.

Lady Arthur Grosvenor expects her tour to last several months. She has had specially built for her two light caravans, which her horses will be capable of taking over 20 miles each day. Lady Arthur last year, as "Sarah Lee," engaged in a caravan tour through North Wales. Her ladyship knows something of the Roman language and the Roman people, and it is not unlikely that these caravan tours will form the subject of literary efforts. Lord Arthur Grosvenor is uncle of the Duke of Westminster, and his pre-arrangement to the title and estates. His wife is the second daughter of Sir R. Sheffield, and they have one son and two daughters.

HUGE RAILWAY LOSSES.

Decline of £1,800,000 in Three Weeks.

During the three weeks of the strike the railway companies have been heavily hit in consequence of the reduced train service both for goods and passengers and the third week's loss on the bigger lines was heavier than in the preceding seven days. The Great Northern lost £48,000, against £34,000; the Great Central £45,500, against £39,000; the great Western £88,000 against £53,000; the London and North Western £98,000, against £82,000, and the Midland £116,000, against £83,000. The solitary exception to the list of decreases is supplied by the London, Tilbury, and Southend, where the service had not been curtailed at all. As a result, the falling-off in receipts in the three weeks on the principal above-ground lines of the United Kingdom comes to close on £1,800,000 and will apparently reach fully £2,500,000 before normal conditions are resumed. The following table shows the extent of the losses:—

ENGLAND.		Week ending	Strike ending
		Mar. 23.	Mar. 23.
Brighton	11,872	26,394	
Furness	5,049	10,406	
Great Central	45,500	119,300	
Great Eastern	13,700	33,300	
Great Northern	48,900	113,900	
Great Western	88,000	198,000	
Hull & Barnsley	8,315	21,244	
Isle of Wight	324	1,105	
Lancs. & Yorks	23,647	51,272	
London & N.W.	98,000	247,000	
London & S.W.	17,100	37,500	
Midland	116,000	272,000	
Mid. & S.W. Joint	706	1,128	
North Eastern	90,412	202,058	
North London	1,900	3,637	
North Staffs.	9,610	24,290	
S.E. & Chatham	14,315	31,099	
Stratford & Mid.			
Jun	529	1,105	

THE GREAT RAYMOND.

The "Rangoon Times" says of the Great Raymond:—

Raymond certainly does not exaggerate when he styles himself "The Great." His opening performance at the Karen Rest House in Playre Street was very well attended, and all present must have been hugely delighted at what they saw. No pains or expenses had been spared to ensure success. The stage had been considerably enlarged, so as to make it possible for the various illusions to be effectively carried out. During the last few years we have had many conjurers and men of mystery performing in Rangoon, and they have been good, bad and indifferent. Comparisons are odious, as we know, but in saying that Raymond is the best of all, and that his show is on a level with the best days of the Egyptian Hall and other homes of mystery, is not to go a bit too far, and those who do not witness his performance while they have the opportunity will be sorely disappointed when they realize what they have missed. Raymond is a great showman. From the moment the curtain went up he was on capital terms with his audience, taking them into his confidence, as it were, and cracking jokes innumerable so that at no time was there a dull moment, and at no time did the interest in the proceedings flag in the slightest degree.

A man named Gavin, charged at Brentford with being an absentee from the training of the Royal Fusiliers, said he was in prison at the time. The magistrate discharged him on the ground that he could not be in two places at once.

Mr. Sigmund Wertheim, of Hampton-on-Thames, has established a record for district councillors in the Thames Valley by completing a perfect attendance of 600 meetings of the local governing authority.

LOCAL SPORT.

FOOTBALL.

K.O.Y.L.I. Regimental Cup Final.

Last evening, an exciting contest for the Regimental Cup, between E. and F. Companies in the final, was watched by a good crowd.

Teams.—E. Co.—Brookhouse, goal; Stangroon and Shephard, back; Schofield, Doviok and Tunstall, half-backs; Crook, Vickora, Andrews, Dempsey and Light, forwards.

F. Co.—Stenson, goal; King (Bgh.) and Darley, backs; Starr, Ford and Randall, half-backs; Foggatt, King (Pto), Hall, Bowler and Chapman, forwards.

Early in the game E. Co. were dangerous, Stenson safely dealing with a swift low drive from Light. Stenson, later saved the situation at a critical moment. Then came a run to the other end, following a grounder from Ford which Brookhouse did well to save, a corner was conceded to Foggatt, but without result. A goal seemed certain when Hall, dribbling right into goal, handled the ball, a free-kick relieving the E. Co. goal. After half an hour's play, a forward pass enabled Foggatt to race in and score for F. Co. E. Co. returned to the attack, but a strenuous raid found Stenson a man invincible. F. Co. did all the pressing but were unable to equalise.

On resuming E. Co. attacked and at the end of seven minutes succeeded in getting on terms. A mickick sent the ball to Light, and he scored with a low drive. Stenson being beaten as the ball glanced from the foot of one of his backs. Scarcely had the centre-kick been taken than as the result of a penalty kick Darley once more put the whites in front. Andrews scored an equaliser with a beautiful low shot, and before another minute had passed a very similar effort on the part of Tunstall Dempsey gave the Stripes the leading goal for the first time in the game. Later Stenson was beaten by Vickora. However, this point was disallowed. At last, F. Co. advanced and nearly scored. Brookhouse twice having to save. Andrews got the ball eighteen yards out and crashed in with a shot which defeated Stenson. Result:—E. Co., 4 goals; F. Co., 2 goals.

BOWLS.

The match played on the Police Green on Tuesday, for silver spoons presented by Inspector McHardy between two rinks, one "under forty" and the other "over forty," resulted in a win for the veterans. Scores:—

Over 40. Under 40.
Insp. Withers. Sergt. Gerard.
C. Insp. Baker. P. S. Spillet.
Insp. Gourlay. P. S. Stewart.
Insp. Cameron. Sergt. Pitt.
(skip).....20 (skip).....16

RAID FOR WIVES.

Six Women Abducted from British Colony.

Sanguinary reprisals are threatened because of Guatemalan tribes' raid on British subjects and their carrying off of six women to furnish wives for the leaders of the marauders. The scene of the outrage is the famous Cayo district. According to advices received by the Colonial Government it is feared that Government action may have to be taken to prevent a border feud. The Cayo district borders upon Guatemala and Mexico. For years it has been in a semi-lawless state, and has been the rendezvous of criminals from many parts of Latin America. A tribe named Tzul has figured in many lawless exploits, and the necessity for frequent changes of dwelling place has made matrimony unpopular with the tribes. Recently, however, the effort went forth that the leader of the band should be married. A raid was accordingly organised against the village of Bullet Tree Bank, on the Belize River. The men of the town were all at work on the arrival of the raiders, who selected five girls and a young matron, and marched them away at the muzzle of drawn revolvers. Before the alarm was raised the invaders had escaped into Guatemalan territory, where they have announced their intention of keeping the women regardless of the law. The relatives are arming to do battle for their kin.

NOTES AND COMMENTS.

The Manila Hotel.

We have been much interested by a booklet and a circular dealing with the Manila Hotel, which have just reached us. The first is descriptive of the hotel itself; the second deals with the issue of P. 150,000 of stock of the Company. The shares are for P. 100 each, and the financial statement attached to the notice of the issue of this new stock, reads well. The earnings show over 10 per cent. available for dividend payments after the payment of P. 31,300 per annum to the sinking fund for the retiring of bonds. On the face of it, the company looks healthy enough. The figures have apparently been prepared with due care, and the estimated income and expenses of the hotel have been compared with other hotel enterprises in the Orient before being issued.

A Magnificent Structure.

Turning to the hotel itself, and judging alike from an illustration which appears in the booklet and from the descriptive matter which is taken from the "Far Eastern Review," it would appear to be a great and magnificent building on an ideal site. Every room has outside exposure, and from every window a splendid view can be obtained. "It is the intention of the management," says the article which forms the pamphlet, "to make the hotel not only a centre for the travelling public but for the social life of Manila. The object will be to meet every requirement of those to whom the hotel is a home, and to supply facilities unexcelled in any other city in the Orient, for those who wish to avail themselves of a modern hotel for entertaining. In this latter respect it is hoped to realise the charm and taste found in cosmopolitan hotels in America and Europe, combined with no accommodation for balls, and social functions such as have made some of the European hotels famous." It is a high ambition, but the promoters of the Manila Hotel appear to be going the right way to work to make the establishment deservedly famous.

Dr. Sun and the Suffragists.

Dr. Sun Yat-sen apparently knows how to get out of an awkward corner. At any rate waspish as much from a Hankow incident. Four members of the women's Suffrage Party at Wuchang waited on him in Hankow and invited him to address the suffragists during his stay there. Though the Ex-President has publicly declared himself in favour of giving the vote to women, he said he was forced to decline the invitation on account of lack of time. It was a neat way out of it, though we suspect that the Chinese suffragists, if they copy the example of their English sisters, will not long suffer to be put off by an excuse of this kind.

Rice and Beri-Beri.

A Bangkok contemporary has a word or two to say on this subject. According to its statement, nearly two years ago, there was a good deal of beri-beri amongst the Customs guards at the different stations along the river. The use of polished rice was discontinued, and the only kind supplied was the undermilled variety known as "No. IV" Sum, in which a large part of the phosphorus is retained. This is milled by the Borneo Co., Ltd., to meet the demand that has arisen as a consequence of the accepted medical view with regard to beri-beri. During this period the cases of beri-beri averaged barely one a month. From last December the use of white polished rice was again resumed, owing to the Borneo Company ceasing to mill. Last month beri-beri again began to be noticeably present amongst the guards, and in one station containing just over two hundred men there were 10 cases in one month. The loss involved in having a growing number of men on the invalid list is very considerable.

MARTYRS TO DUTY.

Missionaries Succumb to Blood Poisoning.

Widespread regret has been caused by the news that Dr. Pennell and Dr. Bennett, two medical missionaries stationed at Bannu, in the Indian North-West Frontier Province, have died there of blood-poisoning. The name of Dr. Pennell was one to conjure with, even among the wildest and most fanatical of frontier tribesmen. It is believed that both gentlemen contracted blood-poisoning while actively engaged in their duties. Dr. Pennell, who is a medical missionary of the Church of England, received the gold medal of the Order of the Kaiser-i-Hind in 1910. The perils and hardships of a missionary's life were described by Dr. Pennell in his book "Among the Wild Tribes of the Afghan Frontier," to which Lord Roberts wrote a sympathetic introduction.

Various Duties.

Missionaries have often to add the work of a schoolmaster to their ordinary duties. Once Dr. Pennell was asked to take a young Afghan of noble descent into his hostel. He consented, but the boy did not appear, and later he heard that hope of educating the young Afghan had been abandoned as he had just murdered his younger brother. "Once,"

Dangerous Zeal.

The religious zeal of Afghans is sometimes as dangerous to co-religionists as to Christian missionaries. "It is related of a certain section of the Afghans that, having been taunted by another tribe for not possessing a shrine of any holy man, they entered a certain renowned Soryid to visit their country, and at once deputed and buried him, and hastened to this day of their assiduity in worshipping at his sepulchre." The cases treated at mission hospitals are often of a peculiar nature. In Afghanistan many cases, more common than men, are treated in which the sufferer has had the nose cut off. This is a very old form of mutilation in India. "In a case where I procured a false nose for a man the shop in England sent out a pale, flesh-colored nose, while his skin was dark olive! Obviously this had to be remedied, so I procured some walnut stain and gave him something not very different from the colour of the rest of his face. Unfortunately he started off home before it was dry and was caught in a rain-storm. He was annoyed to find himself the centre of merriment on his arrival at his village, and came back to me to complain. The nose was all streaky!"

PRINCE OF WALES' HOST.

Typical French Nobleman of the Old School.

The Marquis and Marquise de Breteuil, who are to take charge of H.R.H. the Prince of Wales whilst studying in Paris were, of course, with Mr. and Mrs. Henry Standish (nee Des Cars), among the late King's oldest Parisian friends. The Marquis de Breteuil (King Edward's junior, by about half a dozen years) is a typical French nobleman of old family and of the old school, but not of the old-fashioned school. He is a great sportsman and ringer, and a member of the Jockey Club, where he often dined with the late King when Prince of Wales in the rooms on the boulevards, next door to which the new Rue Edouard VII. is now being built. The Marquis de Breteuil, nee Gurner, is an American, from New York. They have two sons, almost of an age with the Prince, as Francois de Breteuil is 20 and his brother Jacques 18. The Marquis is a G.O.V.O., and also wears the Cross of the Legion of Honour, which he won in the war of 1870-71. The Breteuil residence is a modern building near the beginning of the Avenue du Bois de Boulogne, on the right as one leaves the Arc de Triomphe, and forms the corner of the Avenue and the Rue Rado. It has a handsome facade, and from the balcony on the first floor there is a beautiful view of the whole length of the Avenue du Bois and its green lawns. It was in this residence that the Marquis and the Marquise de Breteuil entertained King Edward VII. during his last visit to Paris.

NEWS FROM HOME.

SCOTLAND.

Argyllshire.

The Inverness police are searching for a man who has been touring the Highlands in motor-cars, presenting, it is alleged, worthless cheques and claiming to be "Mr. James MacCallum Mhor, of Glenmore, Argyllshire." He visited several Highland mansions, describing himself as a laird. He obtained motoring attire at Inverness, and at Aberdeen, it is stated, while his chauffeur was ordered to put up at a garage, MacCallum Mhor started on a midnight motor-ride to Perth. He has since been traced to Manchester. MacCallum Mhor is the Gaelic for "Great Campbell," head of the Clan Campbell, i.e., the Duke of Argyll.

Buteshire.

For making a false statement to secure an old-age pension a 16th-year widow was fined £15 or twenty-one days' imprisonment. The woman explained the withdrawal of £150 from her bank by saying that she had given £50 to a church building fund and had spent large sums owing to illness. It was found that £150 had been lent to the church on debenture.

Fife.

The Scottish National Council of Young Men's Christian Association is arranging to establish a Sailors' Home at Rosyth. The Admiralty has expressed its sympathy with the project, and favours the proposal that the home should be on inter-denominational lines. Already promises of substantial support have been received, and it is hoped that the Admiralty will give a grant-in-aid.

IRELAND.

County Cork.

Intelligence has been received at Queenstown that the "Anchor" line steamer, which recently left Glasgow for New York encountered terrible weather when in mid-Atlantic. A huge wave broke over the vessel, smothering her from stem to stern, and wrecked the bridge box, inside which was the captain, from its fastenings. The captain was hurled over the bridge and washed against the bulwarks, being rescued from his perilous position when the water subsided. Another huge sea quickly following broke the glass ports of the smoke-room and threw twenty-three passengers from their seats on to the floor. The weather was the worst ever experienced by the liner.

County Cavan.

The Rev. D. F. J. Knox, eighty-three, of Virginia, County Cavan, chaplain to the Marquis of Headfort, by his will left his plate and Dresden teapot to the Dowager Marchioness of Headfort, "as a mark of affection," and £20 "to be paid by his executor to such person as he shall determine has been kind to him in his last illness." He left £250 and an annuity to his manservant on condition that he neither keeps a public-house nor takes service in one.

County Galway.

In opening the assizes for the County Galway on Monday, Mr. Justice Kenny referred to the extreme lawlessness in some parts of the county, which he described as deplorable. "I do not think I speak too strongly," he said, "when I say that the commission of these outrages shows that there is small security for life or property in those districts, and that organized terrorism prevails. The police get little or no aid from the people in their efforts, and until the community as a whole in this part of Galway shakes off its moral cowardice and asserts its independence of the criminal methods resorted to, it is difficult to see how any material improvement can take place, or how peace and order can be effectively restored."

WALES.

Glamorgan.

At an inquest on William Edward Williams, a football referee, who died as a result of injuries received after a match, a verdict of manslaughter was returned against George Mansford, a North footballer. When Williams tried to assert his authority during a heated argument between Mansford and another player in the dressing-room the former was alleged to have struck the referee over the eye with his fist. At the close of the inquest Mansford was arrested.

HOW TO PREVENT ACCIDENTS.

Psychology of the Motorman.

At a conference upon the value of psychological tests for the prevention of accidents in industrial life, held recently in America, the following opinions were expressed:

Prof. Munsterberg, who approached the subject from the viewpoint of the scientist, said that experimental psychology in industry was still in its infancy, but that the tests that are already being made of psychological tests by steam and electric railroad managements in the selection of their operatives pointed to the wide field still to be explored for useful results. Continuing he said:

The waste of human material in the world to-day is appalling. Thousands go into vocations for which they are in no sense fitted by nature or education. It is going to be a problem for us to analyze the requirements of different vocations, from that of the lawyer, doctor and architect to the labourer in the factory or the motorman in the electric car, which is the problem of this conference.

Our psychological laboratories to-day are fitted for problems of education, but not yet very largely for problems of industry.

Necessary Powers.

Imagination and attention most every company agrees are necessary powers of a motorman. But there are many kinds of attention and in order to have a test of any value we must be able to specify definitely. Some individuals have what is called the attention of concentration. They can watch one thing well. Others have the attention of expansion, in which they can put their minds at the same time on many things.

It would be unwise to rush the interests of industry by taking up the tests already developed for education and medicine. The tests for industry are so different that we must take up that field by itself and adjust the particular forms of psychological tests to the special vocational requirements.

For the motorman tests as to the rapidity of action, as to certain kinds of attention, memory, imagination, intelligence and ability to judge a complex situation will stand in the foreground. These tests may be carried on with relatively simple technical means.

The Peak of Activity.

Mr. Chaney of the United States Labor Bureau citing investigations in a Bessemer steel mill said that it was found that fatigue was not the controlling factor in the cause of accidents among industrial workers. He said:

It was found in this mill employing over 200 men that the peak of activity very nearly coincided both morning and evening with the peak of accident. This suggests very forcibly that the speed of action is the primary factor in the number of accidents. The problems of the motorman are peculiar. With other workers the rush period is more or less under their own control. With the motorman it is quite independent of his volition. An unexpected problem for the ordinary worker may be deferred in many cases until the time is propitious. This is not the case with the motorman. He must decide often on the instant a course of action upon which hang life and death.

This being true he must necessarily, if he is to be a safe operator, be subjected to preliminary tests which would be entirely unnecessary for the ordinary workman.

The Cause of Accident.

Dwelling further on the psychological problems attending the selection of the best man to run an electric car Dr. D. Mahon, international president of the International Association of Street Electric Railway Employees of America, said:

The cause of accident in 90 per cent. of the cases is not any neglect or default of the motorman, unless it be through being worked too hard in some instances and not being in proper physical condition owing to long hours of work.

If you will examine the schedules and the equipment properly

there you will find the cause for a great majority of the accidents. Many of the electric roads are running their cars at a rate of speed that requires the motorman to take every chance and to make every effort to get over the road or lose his position.

One of the great questions with the management now is to increase the speed rate of running time and thus increase the dividends, and I would advise that your commission in taking that up carefully to look in that direction and they will find the cause there instead of with the motorman.

STUMPS OF PINE TURNED TO ACCOUNT.

The stumps of the Norway pine left on the fields years ago in the trail of the woodsmen, are now being turned to account by many establishments in Michigan and Wisconsin. These stumps are rich in turpentine and resin, and the process utilized is what is known as destructive distillation, which is quite simple and interesting owing principally to the great variety of material which is secured from this refuse of the fields. The stumps are cut into blocks and loaded on iron cars of cage construction and fired in a retort. The heat drives out the moisture and oil and opens up the fibre of the wood. The water comes off first, followed by the resin, then turpentine, succeeded by a mixture of tar and turpentine, and finally the flow consists of pure tar. The average yield is 25 gallons of turpentine and 57 gallons of tar from a cord of wood weighing about 3,333 pounds. The residue consists of 40 bushels of soft charcoal.

CHURCH OF HIDDEN TREASURE.

A small building popularly known as "The Church of Hidden Treasure" stands in the little town of Birola, New Mexico. During the Mexican war many of the richest families in the neighbourhood hid their gold and valuables in all sorts of curious places.

Senor Sandoval, a very rich landowner, chose the thick walls of the village church as his treasure vault, according to a writer in the "Wide World," and tradition says that the precious hoard has never been removed.

Only a few years ago several groups of men, armed with pickaxes, crowbars and other implements, besieged the place in search of the fabulous wealth said to be concealed somewhere on the premises. The treasure is believed to be contained in a large wooden chest, such as most of the wealthy Mexicans formerly possessed. It is claimed that the box contained thousands of dollars in gold, besides emeralds, diamonds and pearls, set in pure native gold.

The Sandoval family, however, guard the place most carefully, while they in turn are jealously watched to see that they do not disturb the church property. Bold and daring plans are sometimes laid, but nothing seems to come of them, and the ancient building still guards its precious secret.

DON'T FORGET.

To-day: 7.15 p.m. Films in the Soldiers' Billiard Tournament Soldier's Club, Saturday, April 27. The Grant Raymond at the Theatre Royal, 9 p.m. Gymkhana Club Meeting, 12.30 p.m. Monday, April 29. Craigengower C.C. "at Home." Extraordinary General Meeting, Hongkong and Whampoa Dock Co. Ltd., noon. Tuesday, April 30. Extraordinary General Meeting Hongkong Cotton Spinning Weaving and Dyeing Co. Ltd., 11 p.m. Wednesday, May 1. Li-nung Board. Thursday, May 2. Concert in Mrs. Gaudet's Volunteer Headquarters, 9.15 p.m.

SOLDIERS' LEGACIES.

List CCCCLIII—Effects, 1911-1912. Blackley (alias Watson), R. (pte.), 1st Bn. Highland Light Infantry, £18 13 0. Bultwood (alias Gately), L. H. (driver), 7. Battery R.H.A., 18 5 10. Callison, B. J. (pte.), 1st Middlesex, 15 11 0. Mountford, D. (gnr.), Bty. R.F.A., 15 10 1. Sheehan, C. (pte.), 1st R. Munster Fusiliers 16 15 6. List CCCCLXIII—Effects, 1910-1911. Cook, W. (gnr.), 18th Bty. R.F.A., 17 10 0. Durrant (alias Smith), J. W. (pte.), 1st Durham Light Infantry, 18 1 5. Wade, P. E. (pte.), 4th Bn. Rifle Brigade, 17 1 0. List CCCCLXXIII—Effects, 1909-1910. Crossman, A. (homb), 41st Bty. R.F.A., 18 4 8. List CCCCLXIII—Effects, 1908-1909. Gaunt, J. A. (gnr.), No. 59 Coy. R.G.A., 15 18 2. Sharp (alias Stewart), E. (pte.), 1st York and Lancaster, 15 6 5. List CCCCLXIII—Effects, 1907-1908. Leahy, W. (gnr.), No. 80 Coy. R.G.A., 10 1 8. List CCCCLXIII—Effects, 1906-1907. Hargreaves, G. (sgt.), 1st Yorkshire, 64 8 3. Richardson, W. (pte.), 2nd A. and S. H., 20 15 11. List CCCCLXIII—Effects, 1905-1906. Morris, R. J. 1905-1906 (gnr.), No. 9 Coy. R.G.A., 17 8 1. Wilde, E. (pte.), 3rd Lancashire Fusiliers 34 11 6. Applications from persons supposing themselves entitled as Next-of-Kin should be addressed by letter to "The Secretary War Office, London, S.W." and marked outside "Effects."

To day's Advertisements.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship.

"WALTON HALL," Capt. L. Fraser, having arrived from above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and subject to Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on WEDNESDAY, 1st May, 1912, at 10 a.m. All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be re-claimed.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May, 1912, will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & CO., Agents.

Hongkong, 25th April, 1912. [388]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship.

"RIANO WARD," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, to-day. Goods not cleared by 1st May, will be subject to rent.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be re-claimed. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents. Hongkong, 25th April, 1912. [389]

BUTTER. BUTTER.

We are pleased to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND 80 cents per lb.
"DAIRYMAID" " 75 " "
"BUTTERCUP" " 70 " "
PASTRY " 65 " "

THE DAIRY FARM CO., LD.

GARNER QUELCH & CO. WINE MERCHANTS.

DES VŒUX ROAD. TELEPHONE 630.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912. [391]

CONCRETE REINFORCEMENT.

THE LOCK WOVEN WIRE MESH SYSTEM.

Selected after competition with all other systems by the Advisory Board to His Majesty King George V. as the sole reinforcement to be used in the construction of the New Water Works for Windsor Castle.

FULL PARTICULARS AND PRICES FROM

THE UNITED ASBESTOS ORIENTAL AGENCY, LD., SOLE AGENTS. [392]

ASAHI BEER
SAPPORO BEER
TO BE OBTAINED
AT ALL WINE MERCHANTS

THE FAMINE IN CHINA.

EIGHT Famous Districts with an area of 30,000 square miles. TWO and a half million people facing starvation. PLEASE SEND YOUR CONTRIBUTION TO-DAY. IT WILL HELP TO SAVE LIFE. Treasurer, H. O. GULLAND, Esq., Manager, International Banking Corporation, Shanghai. Hongkong, 24th Jan., 1912. [393]

KING GEORGE IV

SCOTCH WHISKY.

This high-class Whisky is noted for its purity, age and delicate flavour. It is essentially a Club Whisky. The quality and absolute regularity are guaranteed.

SOLE AGENTS—

GANDE, PRICE & CO., LD., WINE MERCHANTS.

12, Queen's Road Central, HONGKONG.

Telephone No. 1330.



Shipping

CANADIAN PACIFIC RAILWAY
COMPANY'S.
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Sailings from Hongkong and Quebec.

"E. of Japan" ... Satur. May 11
"Monteagle" ... June 1
"E. of Ireland" ... Fri., May 17
"Allan Line" ... June 7
"P. of Britain" ... June 28

All steamers leave Hongkong at 6 p.m.

To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Paddar Street and Prays (Opposite Blake Pier.)

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamer On

SINGAPORE, PENANG, & CALCUTTA NAMSANG Saturday, 27th April, Noon.
MANILA LOONGSANG Saturday, 27th April, 2 p.m.
TIENTSIN via WEI CHEONGSHING Sunday, 28th April, 11 light.
HAIWEI KUNGSANG Sunday, 28th April, 11 light.
SHANGHAI KWONGSANG Sunday, 28th April, 11 light.
SHANGHAI, KOBE & MOJI KUMSANG Sunday, 28th April, 11 light.
MANILA YUENSANG Saturday, 4th May, 2 p.m.

RETURN TOURS TO JAPAN (Occupying 21 days).

The steamers "Kut ang," "Namsang" and "Fukksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, via Chingwangtao.
Taking Cargo on Through Bills of Lading to Kaitang, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215
Hongkong, 24th April 1912

"SHIRE" LINE OF
STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

For STEAMERS. DATE OF DEPARTURE.
LONDON ROTTERDAM FLINTSHIRE About 13th May.
LONDON & ANTWERP MONMOUTHSHIRE 1st June.
SHANGHAI, KOBE & YOKOHAMA DENBIGHSHIRE 15th June.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., AGENTS.

Hongkong, 9th April, 1912.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 26th APRIL.

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th APRIL.

The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wed., & Fri., at 9 p.m.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 589 Tons, and "NANNING," 589 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.50 a.m. Equal trip (see above).
Passengers return to Hongkong or vice versa by the Company's steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electric light. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

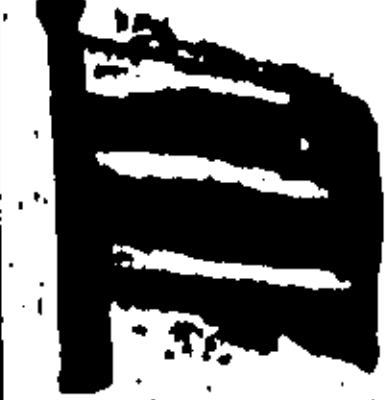
HOTEL MANSIONS (FIRST FLOOR).

Opposite the Bank.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	HITACHI MARU. Capt. T. Yamawaki. T. 7,000 MIYASAKI MARU. Capt. T. Mural. T. 9,000	WEDNESDAY, 8th May, at Daylight. WEDNESDAY, 22nd May, at Daylight.
ICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KURE, YOKOHAMA, OHI, & YOKOHAMA	SADO MARU. Capt. N. Teramata. T. 7,000 YOKOHAMA MARU. Capt. N. Noda. T. 7,000	TUESDAY, 7th May, at Noon. TUESDAY, 21st May, at Noon.
SINGAPORE, PENANG, & CALCUTTA via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	YAWATA MARU. Capt. T. Sato. T. 6,000 NIKKO MARU. Capt. M. Yagi. T. 6,000	WEDNESDAY, 10th May, Noon. FRIDAY, 7th June, at Noon.
BOMBAY via SINGAPORE AND COLOMBO	TOSA MARU. Capt. T. Sato. T. 6,000	MONDAY, 29th April.
YOKOHAMA & YOKOHAMA	NIKKO MARU. Capt. M. Yagi. T. 6,000	WEDNESDAY, 8th May, at Noon.
SHANGHAI & KIRIN MARU, KOBE	KIRIN MARU. Capt. M. Deguchi. T. 6,000	MONDAY, 2nd May.

Cargo only.

Fitted with new system of wireless telegraphy.

Calling at Rotterdam after Antwerp.

CALCUTTA LINE.

SINGAPORE, PENANG, & CALCUTTA via SINGAPORE AND COLOMBO
TOTOJI MARU. Capt. A. Mooker. T. 4,000
SATURDAY, May 4th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mural	May 22nd.
KITANO MARU	9,000	F. E. Cope	June 5th.

FOR SEATTLE.

Steamer	Tons	Captain	From Hongkong
SADO MARU	7,000	K. Asakawa	May 7th.
INABA MARU	7,000	S. Tominaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building; First Floor, Chester Road.

T. KUSUMOTO,

Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail
TSINGTAU, CHEFOO, & NEWCHOW	"KIUKIANG" ... 27th April, 11 light.	
WEIHAIWEI & TIENTSIN	"HUICHOW" ... 27th April, 4 p.m.	
SHANGHAI	"ANHUI" ... 27th April, 11 light.	
MANILA, CEBU & ILOILO	"TAMING" ... 30th April, 4 p.m.	
SWATOW, AMOY & SHANGHAI	"HUNAN" ... 1st May, 4 p.m.	
SHANGHAI	"CHENAN" ... 2nd May, 4 p.m.	
SHANGHAI	"LINAN" ... 4th May, 11 light.	

DIRECT SAILING TO WEST RIVER, Tientsin & Co.

S.S. "LINTAN" and S.S. "SANUI."

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, OAKS, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE. "GUTHRIE" ... 4th May, 4 p.m.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Two crew steamers "Tosa" and "Taming," saloon accommodation, electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kaitang" is situated on deck, aft. SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chienan) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wanchow.

Reduced Fares: Single \$45. Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 18.

Hongkong, 24th April, 1912.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo on Through bills to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Persian, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. ANDALUSIA ... 1st May.

S.S. BAYERN ... 8th May.

S.S. ALESIA ... 23rd May.

S.S. EGROVIA ... 3th June.

HOMEWARD.

For Rotterdam, Hamburg & Antwerp:

S.S. O. J. D. ABLENS ... 4th May.

For Marseilles, Havre & Hamburg:

S.S. SAOHSSEN ... 6th May.

For Havre, Bremen & Hamburg:

S.S. O. F. LAEISZ ... 12th May.

For Marseilles, Havre & Hamburg:

S.S. ITILIONIA ... 30th May.

For Rotterdam, Hamburg & Antwerp:

S.S. AROADIA ... 31st May.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. A. Ochoy	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 30th April, 4 p.m.
ZAFIRO	4000	M. O. Smith	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 10th May, 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS

Hongkong, 20th April 1912

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tijibodas	SHANGHAI	—	JAVA	2nd half April
Tijilwong	JAPAN	2nd half April	JAV	2nd half April
Tijitjap	SHANGHAI	2nd half April	JAVA	1st half May
Tijimahi	JAVA	2nd half April	SHANGHAI	1st half May
Tijimanoek	JAPAN	1st half May	JAVA	1st half May
Tijipanas	JAVA	1st half May	JAPAN	1st half May
Tijikini	JAVA	1st half May	SHANGHAI	2nd half May
Tijitarem	JAVA	2nd half May	JAPAN	2nd half May

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Green	May 7th, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevens	May 28th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	June 4th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	June 25th, Noon.

All steamers carry Japanese Government wireless telegraph and post office. The triple screw steamer "Chiyo Maru" will be despatched for San Francisco via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMODA, YOKOHAMA & HONOLULU on TUESDAY, the 7th May, at Noon.

The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu on Tuesday, 28th May, at Noon.

SOUTH AMERICAN LINE

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Hongkong Maru	11,000	Friday, June 7, Noon
Kiyo Maru	17,500	Saturday, Aug. 6, Noon
Bufo Maru	10,500	Friday, October 4, Noon

For Further Particulars as to Passage & Freight, apply to K. MATSUDA Agent (KING'S BUILDING Opposite Blake Pier)

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Underwritten and Executed
SHEWAN TOMES & CO.
General Managers

Hongkong, 19th March, 1912.

FOR SALE

BOX'S EXCHANGE TABLES.

1/8 To 1/10

APPLY

"HONGKONG

TELEGRAPH."

LOG BOOK.

Anti-Rolling Tanks.

Many inventions have been tried in the production of an anti-rolling ship and at last the ideal has been achieved in the new Cunarder "Laconia." The special feature of this vessel is that she is the first British steamer and the first North Atlantic liner to be fitted with Herr Frahm's anti-rolling tanks. Anti-rolling tanks are no new invention. The old "City of New York" and "City of Paris" among other vessels in the merchant service, as well as ships in the Navy, were fitted with them; but in these the water was not under control, and the captain sometimes had not only a storm to deal with outside his ship, but a miniature one inside. In Herr Frahm's system the water in the tanks is entirely under control by means of air-pressure, and it is claimed that the improvement gives considerably more steadiness to a vessel even in the roughest seas. The invention consists of two water tanks placed in the ship cross-sectionally, connected across the vessel at the bottom by a water passage and across the top by an air-passage and compartments. The tanks are partially filled with water, and the movement of the ship is checked by the water flowing from one side to the other through the channel, connecting the two, so as to throw its weight against the upward motion of each side alternately as the ship rolls. The tanks can be put into or out of action, and the motion of the water in them regulated by opening or closing the valves provided in the air tanks above for that purpose. Should this invention prove successful and become general those who hate sea-travelling at present will be able to face the voyage Home, even in the monsoon, without the slightest fear or alarm.

A GREAT BENEFACTOR.

Brought Sunshine to Thousands of Lives.

Scotland has lost one of its most public-spirited benefactors by the death of Mr. James Coats, junior, a prominent member of the Coats family, the Paisley thread manufacturers. Deceased, who was a millionaire, had long retired from active participation in the thread firm, and was widely known in Scotland for his philanthropic gifts. He gave £15,000 for the equipment, a few years ago, of the Scottish Antarctic expedition, £10,000 to the Cancer Research Society, £10,000 to the Paisley Infirmary, and £5,000 to the Paisley Consumptive Fund. The variety of Mr. Coats's other good deeds was extraordinary. They included gifts of libraries to villages in the Highlands or islands of the North—which donation was usually accompanied by a lecturer to speak on Burns and Scott, and with the lecturer an optician to fit spectacles for old people of failing sight—stockings and boots to poor children, free dinners to messenger-boys, money and comforts to old widows and pensioners, educational classes for mill girls, seaside holidays for old men, and many other charities. At the same time, Mr. Coats was careful and discriminating in the exercise of such largesses. His hobby was yachting, and he spent a great part of the year in pursuit of it on the Clyde. Mr. Coats was 72, unmarried, and a brother of Sir Thomas Glen Coats, Bt., both of the third generation of the family, which, in the early part of the nineteenth century, founded the great cotton thread business and the prosperity of Paisley.

PASSENGERS.

Outward

• Per P. and O. steamer China, connecting with the steamer Oceanica at Colombo. From London March 23.

To Yokohama:—Mr. and Mrs. Trovolan and children.

To Singapore:—Mr. G. Frazor, Mr. B. R. O. Reid, Mr. H. do B. Williams, Mr. F. R. Sayers, Mr. N. W. Steinberg, Mr. H. H. Holdbrook, Mr. W. L. Horwell, Mr. W. A. Taylor, Mr. E. W. Tayleur, Mr. P. A. Winter, Miss L. Shand, Mr. G. E. Teale, Mr. R. J. A. Wynne, Capt. R. L. Moore, Mr. J. Milno. To Penang: Mr. Park and child.

C. F. Bryer, Mr. T. Grieve, Miss Gildea, Mr. C. Strickland, Mr. J. E. Wilde, Mr. D. Graham, Mr. W. S. Harding, Mrs. D. Lawler-Bailey, Mr. F. Aston.

Per N.D.L. steamer Bulow. From Bremen March 20.—To Singapore: Mrs. M. Bolter and child. From Rotterdam March 21.—To Singapore: Mr. C. Berlin, Miss C. van der Valk, Mr. and Mrs. W. Eynaendts, Mr. and Mrs. O. P. de Kat and children. From Southampton March 28.—To Shanghai: Miss C. Trumm. To Jesselton: Miss L. Drummond. To Singapore: Mrs. J. B. Turner. To Penang: Mr. and Mrs. R. H. Ramsden, Mrs. Weir and child, Mr. G. M. G. Forbes, From Genoa April 4.—To Yokohama: Mrs. R. Sulzer. To Shanghai: Mr. P. Brennschieft, Mr. and Mrs. L. Giles and child, Mr. Weber and family. To Tientsin: Miss L. Holland. To Hongkong: Mr. E. Bauer, Mr. H. Petersen. To Batavia: Mrs. G. Koppel. To Sourabaya: Mr. M. G. Kreulen. To Singapore: Dr. and Mrs. C. T. I. Hiermoiss, jun., and child, Miss H. van Aken, Mr. A. J. van Leer, Mr. J. R. Slot, Mr. P. Hoin, Mr. K. L. Jacobs, Mr. B. Grammas, Mr. F. J. Strach, Mr. and Mrs. C. J. Slot, Miss H. Gried, Mr. de Rooy and family, Mr. H. A. Weyshede, Mr. W. de Graff, Mr. F. Gransle, Mr. and Mrs. M. Slook, Mr. and Mrs. J. F. Bub. To Penang: Mr. and Mrs. J. R. Ramsden, Mr. O. Schule, Mr. C. J. Collmus, Mr. G. T. Sorens.

HOTEL LISTS

GRAND HOTEL.	
Anders, A. E.	Leach, Mrs.
Atkins	Lindner
Boss, Du	McCormack, G.
Braga, J.	McDonald, Miss
Bruno	McKean
Brown	Miller, E. D.
Buhlin, F.	Myall, A. T.
Burns, L. N.	Nabon, Mr. and
Buteh	Mrs.
Caypool	Paternoster
Cox, R.	Peyton, Griffin
Crow, Mr. & Mrs.	Pollock, D. H.
A. B.	Pond, E. C.
Crighton W. T.	Pole, Miss
Dilbert, Mr. & Mrs.	Quenly, Mr. and
Doyle, Mr. & Mrs.	Mrs.
Empton, Miss	Rich, K.
Fifth	Roberts, Mr. and
Greenhill	Mrs.
Gumerich, Dr.	Rogage, Dr.
Hall	Schockman
Hick, Miss L. and	Sevilla
mother	Slaker, Dr. and
Hoyer	Mrs. and child
Hoffmann, Mrs.	Smith, R. Y. E.
Huenfriz, Mr. and	Snyder, Mrs. and
Mrs.	son
Leon	Spilway, H. A.
Jahrand, Alfred	Stewart
Koster, Mr.	Tompson, Miss
Key, Dr. P.	Torres, J.
King	Thier, F. d.
Kollek, Dr.	Tno-kul
Kreiser	Vienna M. G.
Kutler	Vincen
Leonty, F. P.	Waltheim, A.
Lyman	Ward
Locke	Young, Miss

KING EDWARD HOTEL.

Alexander, Mr. and	Le. max. J.
Mrs. and child	Manho, C. N.
ron, F. A.	Massey, Miss
Avenell, Mr. and	Mash, J. S.
Mrs.	McCormack, J.
Donatone, C.	McHugh, M.

a.	Bannetyn, Capt.	McKenna, Capt.
o	Bassettyn, Miss M.	Mrs. F. E.
d	Bayly, C.	Midzu-hima, J.
r	Belliois, Dr.	Mody, Mr. & M.
r	Bradshaw, H.	J. H. N.
e,	Chaffield, N.	Muller, Dr.
g,	Chisholm, J.	Murray, M. F.
	Cowan, Mrs.	Nobbs, A. K.
a.	Edwards, F. F.	Olsen, H.
o	Erhardt, Mrs. and	Pasmoro, Capt.
o	child	Mrs.
L.	Ellis, Mr. & Mrs.	Peal, C. A.
r	R. H.	Pearman, H.
rs.	Elvines, C. A.	Percy, C. A.
ll-	Fisher, F.	Perregon, H.
rs.	Ginkel, A.	Ransay, Mrs.
J.	Hackell, D.	Ribeiro, D.
ck,	Hills, A.	Reed, E. B.
To	Hirano, H.	Rees, L. O.
rs.	Hunter, H.	Shearor, Mr.
F.	Klug, Dr.	Mrs. J. S.
ke,	Kemp, Capt.	and Silbro, Dr. A.
ce,	Mrs. W. J.	Silva, F. da
To	Kenton, A. C.	Smith, Mrs. A.
rs.	Kinghorn, Mr. and	Spurge, H. S.
rs.	Mrs.	St west, Capt.
ills	Kraft, Mr. & Mrs.	Mrs. Allan
G.	W. D.	and children
C.	Lau-tsen Mr. &	To ko, Mr.
ay,	Mrs. C.	Mrs.
tt,	Lemaire, Mr. and	Watkins, H.
W.	Mrs. & child	Waldron, J.
	Leiria, Consul	& Young, J. B.
	Mrs.	

CHALMERS' CHURCH.

Adams, Mr. & Mrs.	Haselroff, I.
& 2 children	& Mrs.
Anton, Likut.	and Hinde, W. B.
Mrs.	Jones, Dr. &
Bentley, J.	Evans
Caldwell, Mr. & Mrs.	Macdonald, A.
Carlson, A. E.	Smittie, Mrs.
Ottobach, S. J.	Thomas, H.
Gaskell, Mr. and	Wilson, L. O.
Mrs. W. H.	Wood, E. M.
Grant, Sallie, Mrs.	

K. E.	Manning, Master
Belhous, Mrs. E. R.	H.
and maid	Merrill, Dr. O.
Pell, O. D. J.	Marshall, Mr. and
Birchough, W. H.	Mrs. J. T. W.
Brewster, O. E.	Marslett, W. B.
Brill, Dr.	Marlin, Mrs. G.
Brown, Mr. & Mrs.	Mason, F.
H. P.	McNees, Mrs. H.
Bumann, F.	C.
Cady, H. D.	McNemy, J. D.
Cady, Mr. & Mrs.	Moloney, W. M.
D. D.	McKean, Dr. W.
Cady, Miss M.	McKee, Dr.
Campbell, A.	Mrs. C. J.
Callopoell, O. J.	McPherson, J.
Calman, M.	Moisheke-Smith,
Cameron, Jr., B.	W.
Carman, D. M.	Merkle, M. & J. L.
Casoo out, C.	Merrill, J. R.
Casement, Mrs. D. J.	Merrin, George
Chipp, C. N.	Moore, Rear Ad-
Clark, Mrs. J.	miral and Mrs.
	C. R. T.

Cobb, D. L.	Morris, J.
Conthart, J.	Mulder, Mr. and
Coven, S. P.	Mrs. J. D. F.
Coville, R. C.	Mould, P.
Cranston, J. W.	Newburger, Mr.
Crowe, W. E.	& Mrs. E. N.
Crowell, Mrs. B.	Newman, Mr. and
Crowell, Mrs. B. C.	Mrs. E.
Curry, G. P.	Nicoll, Mr. and
Dalmeyer, Chas. N.	Mrs. C. D.
David, H. H.	Nielsen, Mr. &
Davies, G. H.	Mrs. B. & child
Davies, Hon. W.	Noble, Mrs.
Dees, W. G.	Northcote, Capt.
D'Oottingham, V.	& Mrs. F. D.
Donald, J.	O'Connell, Miss
Dotz, Mr. & Mrs.	J.
O. E.	Orr, Miss A.
Drew, W. O.	Orr Miss. E. A.
Diamond, Mr. &	Orton, Mr. and
Mrs. W. V.	Mrs. G. P.
Eames, E. J. W.	Pinto, E. G.
Eckel, Miss	Pel uze, Mr. and
Edwards, Mrs. G.	Mrs. W. N.
H.	Peters, Mrs.
Ehrnfeld, Mr. and	Pigo, Mr. & Mrs.
Mrs. H. C.	A. T.
Elliott, Dr. H. St.	Barry, Miss J. A.
Clair	Ray, E. H.
Elliott, Mrs. H. St.	Raymond, E. M.
Clair	Reay, Miss F.
Elmore, F.	Reiss, R. & M.
Fawcett, Mr. and	H.
Mrs. L. K.	Rhyn, J. Am
Firefs, F. Von	Ricketts, W. R.
Fisher, H. G.	S. deiron, Baron
Florin, A. G.	Saul, Mr. & Mrs.
Frank, F. W.	J. R.
French, Mr. & Mrs.	Schonebeck, &
E. M. & child	Schranbolsthen.
Folsom, Miss T. O.	Schwolsky, T.
	Schwarz, H. T.

Parker, Debbad	Seale, H. I.
Pauling, J. W.	Shatto, Mrs.
Onoong, A. F.	Skrinshire, R.
Gauzer, R.	C. V. S.
George, Mr. & Mrs.	Smih, E. E.
F. J.	Smith, J.
George, Miss	Smithers, Mrs.
Goldsmith, L. A.	C.
Gold, Mrs. J. C.	Solomon, R. H.
Gorham, Mrs. C. L.	Spalding, D.
Goldbouru, V.	Stan, A. D. & W.
Gond, Mr. & Mrs. J.	Spear, Capt. H.
Hale, Mr. & Mrs.	Spittles, J.
B. A.	Stanford, R.
Hall, Capt. T. P.	Mrs. W. E.
Harlow, Capt.	Stanfield, L.
Hart, Mr. & Mrs.	Supford, Lt. R.
F. W.	Square, Miss W.
Hurvey, E. L.	Studer, Lt.
Herby, Lt. G.	Mrs. O. E.
H. M.	Sow, Mr. & Mrs.
Hewett, Hon. E. A.	S. M.
O. M. G.	Symmons, W.
Hewett, Mrs. E. A.	Thornton, H.
Hirschomer, Miss I.	Troy, R. P.
Hirschmer, F.	Ujemura, K.
Jacobi, Dr. S.	Vellaro, M.
Howard, Mr. & Mrs.	Mrs. Jose
M. E.	Vermeij, G.
Howell, Mrs. D. L.	Violet, Mr.
Howel, Miss M.	Mrs. E. E.
Humphreys, Major	Vollbrecht, M.
Humphreys, Miss	Mrs. E.
Hattado, E. L.	Wald, G.
Hjyde, H. E.	Warehig, C.
Innes, Capt. R.	Waterman, E.
Joseph, Mr. A.	Wasco, L.
Joseph, Miss I. C.	Wearle, Mrs.
Joseph, H. W. and	J.
family	Webster, Miss
Joseph, R. M.	Wells, R. & V.
Julian, O. O.	Welch, A.
Kinos & Sons	White, Mr. & Mrs.
King, Mr. B. W.	H. L. U.
Klose, Dr.	Whitman, A.
Kraggs, Capt. C.	White, D.
F.	Wegand, L.
Krateman, A.	Wilford, F. C.
Kutz, J. F.	Willow, R. O.
Kuwada, T.	Wolfe, E. W.
Led, E. W.	Wood, H. L.
Leet, L. N.	Wright, Mr.
Lehman, R.	Mrs. F. F.
Lehman, B.	Young, R. G.

UNCLAIMED TELEGRAMS

Eastern Extension.

List of unclaimed telegrams lying in the Eastern Extension Office at Hongkong:—

Benjamin, Passenger "Austrian Lloydiano," from Shanghai.

Captain Hunt, Punjabis, from London-Sub.

Ceresa, from Vinh.

Chingwan, from Tainan.

Compton, from Manila.

George Desbien, from Manila.

Hunelongue, Fathengkaikho Street, from Port Louis, Mauritius.

Kear, Hongkong Hotel, from Cavite, P. I.

Kongnapiong, from Manilla.
Kwongthaijong, from Medan.
Kwongyauk, from Singapore.
Leongwa No. 30, Third floor.
Pottinger Street, from Bangkok.
Major Alonzo Gray, steamer
"Yuensang" from Manilla.
Manfield, from Manilla.
Mo., from Kuala Lumpur.
Mr. Vong Fong Cheo Chaimai
kwok, Middle Market, from Sa-
gon.
Nichols, from Manilla.
Quinan, passenger "Korea,"
from Manilla.
Schillege, from Manchester.
Tackyuon, from London.
Thyiangsong, from Samuran.
Tontonia, from Bangkok.
Toonyauk-Chop, Sangcheon.
Twenty Main Street, from Kuala
kubu.
Yapkonfah, 129, Teckrooter
from Kuala Lumpur.
Hongkong April 19, 1912.
J. M. BECK,
Superintendent.

Great Northern.

List of unclaimed telegrams
lying in the Great Northern
Telegraph Company's office
Hongkong:—
Anatolia.
Chaney, E. A., Hongkong Hotel.
Chunhingohan, Wing Lok S.
Cudahy, Hongkong Hotel.
Gohkongso Sienyu.
Liang, Passenger "Prin-

License, Passenger

Alice.

Pderson Bradley,
3390, 1344, 5894, 0337, 00
0443.
7115.
9852.
H.K. Station April 19, 1912.
E. V. JESSEN,
Acting Superintendent.

WATER RETURN.

Level and Storage of water in Reservoirs on April 1, 1912.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1911. overflow	1912. overflow
Tytan	sft. 516. below overflow	sft. 516. below overflow
Tytan Wyahm	sft. 516. below overflow	sft. 516. below overflow
Dywham	sft. 516. below overflow	sft. 516. below overflow
Kywan	sft. 516. below overflow	sft. 516. below overflow
Mediate	sft. 516. below overflow	sft. 516. below overflow
Pokfutan	sft. 516. below overflow	sft. 516. below overflow
Woong-nel	sft. 516. below overflow	sft. 516. below overflow
Chung	sft. 516. below overflow	sft. 516. below overflow

STORAGE GALLONS.

	1911	1912
Tytan	100,885.00	194,000.00
Tytan Wyahm	54,000.00	54,000.00
Tytan Intermediate	140,100.00	125,000.00
Pokfutan	1,800.00	1,800.00
Woong-nel chung	8,750.00	8,750.00
Total	\$16,812.00	\$16,812.00

Consumption of water in the City and Hill District during the month of March 1912.

	1911	1912
Consumption	33,777.00	33,777.00
Estimated population	11,910	109,519
Consumption per head per day	2.84	3.08
Intermittent supply by Elder Malin 15 districts during the month of March in both 1911 and 1912	1,800.00	1,800.00

MOONLON WATER WORKS LEVEL.

	1911	1912
Kow-on Gran-viation level	Below overflow	Below overflow

STORAGE GALLONS.

	1911	1912
Kow-on Gran-viation	72,000.00	72,000.00
Reservoir	100,000.00	100,000.00
Consumption of water in Moonlon district during the month of March, 1912	1,800.00	1,800.00
Estimated population	10,000	10,000
Consumption per head per day	1.80	1.80

The Government Analyst's reports show the water of excellent quality.

CHAIYAM, WAT

UNCLAIMED TELEGRAMS

Eastern Extension

List of unclaimed telegrams
lying in the Eastern Extension
Office at Hongkong:—
Benjamin, Passenger "Austria"
Lloydiano," from Shanghai.
Captain Hunt, Punjabis, from
London-Sub.
Ceresa, from Vinh.
Chingwan, from Tainan.
Compton, from Manila.
George Desbien, from Manila.
Hunelongue, Fathangkaihow
Street, from Port Louis, Mauri-
tius.
Kear, Hongkong Hotel, from
Cavite, P. I.
Konghaplong, from Manila.
Kwongthaijong, from Medan.
Kwongyak, from Singapore.
Leongwa No. 30, Third floor
Pottinger Street, from Bangkok.
Major Alonzo Gray, steamer
"Yuensang," from Manila.
Mansfield, from Manila.
Mo, from Kuala Lumpur.
Mr. Vong Fong Chez Chaimai
kwok, Middle Market, from Sa-
gon.
Nichols, from Manila.
Quinan, passenger "Korea,"
from Manila.
Schillege, from Manchester.
Tackyuon, from London.
Taytiangsong, from Samaran.
Tontonia, from Bangkok.
Toongyuk Chop Sangoheon
Twenty Main Street, from Kuala
Lumpur.
Yapkonfah, 129, Teekmoot
from Kuala Lumpur.
Hongkong April 19, 1912.
J. M. BECK,
Superintendent

Great Northern

List of unclaimed telegrams lying in the Great Northern Telegraph Company's office
Hongkong:—
A. Anatolia.
Chaney, E. A., Hongkong Hotel.
Chunhngchuan, Wing Lok S.
Cudahy, Hongkong Hotel.
Gohkonggoo Siennyu.
Liese, Passenger "Prince Alice."
P. Dorson Bradley.
3390, 1344, 5894, 0337, 00443.
7115.
9852.
H.K. Station April 19, 1912.
E. V. JESSEN,
Acting Superintendent.

WATER RETURN

Level and Storage of water
Reservoirs on April 1, 1912.
CITY AND HILL DISTRICT WATER

[illegible]

IF YOU WANT
BUSINESS RESULTS
ADVERTISE IN THE
HONGKONG
TELEGRAPH.
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TELEGRAPH

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AND IS READ BY ALL.

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47. DES VŒUX ROY. P.

TELEPHONE No. 1.

FAR EASTERN NAVAL SQUADRONS.

BRITISH.					
Name	Class	Tons	Guns	I.H.P.	Commander
Ajacirity	Despatch-boat	1,700	4	2,000	Comdr. A. Lowndes
Africa	2nd class cruiser	4,300	10	7,000	Captain E. B. Kiddle
Atlas	Admiralty tug	615	—	1,400	—
Bramble	Gunboat	710	—	900	Com. B. G. Washington
Bitomart	Gunboat	710	—	900	Lt.-Com. J. M. Barker
Cambridge	British sloop	1,070	—	1,400	Capt. H. Lynes
Cherub	2nd class cruiser	4,300	10	7,000	Capt. J. E. Drummond
Clio	British sloop	1,070	—	1,400	Master W. Smith
Fame	Torpedo-boat destroyer	340	6	5,700	Comdr. H. L. Veale
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.
Handy	Torpedo boat destroyer	295	6	4,000	Lt.-Com. R. R. Rowman
Janus	Torpedo-boat destroyer	320	6	3,900	Lt.-Comdr. Maxwell
Kent	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt
Kinsla	River gunboat	615	—	1,200	Lt.-Com. H. Marryatt
Morlin	Surveying ship	1,070	6	1,400	Capt. F. C. C. Pasco
Minotaur	Armoured cruiser	14,600	—	27,000	Capt. G. C. Cayley
Monmouth	Armoured cruiser	9,800	—	22,000	Capt. L. E. Power, M.V.O.
Moorhen	River gunboat	180	2	800	Lt.-Comdr. G. P. Leith
Newcastle	2nd class cruiser	4,800	—	22,000	Capt. G. P. E. Hunt D.S.O.
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Murray
Otter	Torpedo-boat	385	6	6,300	Comdr. Lambie
Pegasus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell
Prometheus	3rd class cruiser	2,135	—	5,000	Comdr. P. H. Warleigh
Ribble	T.B.D.	590	—	7,500	Lt.-Com. R. J. G. Mackinnon
Robin	River gunboat	85	2	240	Lt.-Comdr. N. E. Archdale
Rosario	Depot ship for submarines	980	—	1,400	Lt.-Com. E. J. J. Toulby
Sandpiper	River gunboat	85	2	240	Lt.-Com. Maurice Leslie
Snipe	Torpedo boat destroyer	305	—	6,000	Lt.-Comdr. Brickenden
Tamar	Receiving ship	4,650	—	—	Comdr. Eyres
Ten	River gunboat	180	2	800	Com. Hon. Guy Stopford
Thistle	Gunboat	710	—	900	Lt.-Com. John D. McDonald
Usk	T.B.D.	590	—	7,500	Lt.-Comdr. B. W. Blunt
Virgo	Torpedo-boat destroyer	390	6	6,300	Lt.-Com. H. D. Adair-Hall
Waterwitch	Surveying ship	626	—	450	Lt.-Com. R. L. Hancock
Wolland	T.B.D.	590	—	57,000	Lt.-Com. E. T. Chambers
Whiting	Torpedo-boat destroyer	360	5	5,900	Lt.-Com. G. H. Hartford
Widgeon	Gunboat	195	2	800	Comdr. M. H. Wilding
Woodcock	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood
Woodlark	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock
* Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.					
AMERICAN.					
Adder	Submarine	—	—	—	Ensign J. M. Murray
Albany	Protected cruiser	3,430	17	7,000	Com. C. S. Williams
Bainbridge	Torpedo-boat destroyer	420	7	8,000	Ensign E. S. Root
Barry	Torpedo-boat destroyer	420	7	8,000	En. Robt. W. Cabanis
Callao	Gunboat	243	8	250	Ensign Stuart W. Coker
Chaucey	Torpedo-boat destroyer	420	7	8,000	Ensign L. N. McNair
Chattanooga	Protected cruiser	3,100	10	4,700	Com. John D. McDonald
Cleveland	Protected cruiser	3,100	10	4,700	Com. Hugh Rodman
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign F. J. Fletcher
Decatur	Torpedo-boat destroyer	420	8	—	Ensign C. S. Graves
El Cano	Gunboat	—	—	—	Lt. Com. W. D. Brotherton
Helena	Gunboat	1,397	18	1,800	Com. J. O. Bitler
Juiros	Gunboat	—	—	—	Lt. J. W. Schoenfeld
Mindoro	Gunboat	170	5	—	Lt. C. A. Woodruff
Moccasin	Submarine	—	—	—	Ensign E. D. Whorter
Mohican	Station ship	1,900	—	5,244	Ensign Robt. V. Lowe
Monadnock	—	—	—	—	—
Montezuma	Monitor	4,084	4	5,200	Com. H. A. Bispham
New Orleans	Cruiser	3,430	25	—	Com. William G. Miller
Pampanga	Gunboat	243	8	—	Lt. George C. Pogram
Porpoise	Submarine	—	—	—	Ensign L. C. Van de Carr
Queros	Gunboat	—	—	—	Lt. J. W. Schoenfeld
Rainbow	Cruiser	6,206	14	—	Lt. Comdr. A. N. Mitchell
Samar	Gunboat	242	8	250	Ensign N. H. Goss
Saratoga	Protected cruiser	8,150	25	7,075	Comdr. Joseph L. Jayne
Shark	Submarine	—	—	—	Ensign Henry M. Jensen
Villalobos	Gunboat	370	9	500	Lt. W. L. Friedell
Wilmington	Gunboat	1,397	20	1,894	Comdr. W. A. Edgar
* Flagship of Rear-Adm. John Hubbard, Commander-in-Chief U.S. Asiatic Fleet.					
GERMAN.					
Emden	Cruiser	3,600	22	13,500	Capt. v. Rostoff
Gneisenau	Armoured cruiser	11,000	36	20,000	Captain v. Uselar
Itis	Gunboat	900	12	1,300	Comdr. v. Gohren
Jaguar	Gunboat	900	12	1,300	Comdr. Varslow
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke
Luchs	Gunboat	900	10	1,350	Comdr. Bendemann
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger
Otter	River gunboat	—	—	—	Capt. Lieut. Jantzen
Scharnhorst	Flagship	11,000	36	20,000	Capt. Kosing
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Borrenberg
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Olasessen
Tiger	Gunboat	900	10	1,350	Gomdr. Luppe
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. Ehrh Fircks
Vaterland	River gunboat	223	4	500	Oblt. z. S. Prinz
FRENCH.					
Dupleix	Armoured cruiser	10,014	30	20,000	—
Kleber	1st Class cruiser	9,700	12	19,000	—
Decides	Gunboat	645	10	1,000	Lieut. de Linares
Argus	River gunboat	180	6	570	Lieut. d'Estienne
Vigilante	Gunboat	123	7	500	Lieut. Biscail
Peiho	Gunboat	130	—	—	Lieut. Puech
Esturgeon	Submarine	—	—	—	Lieut. Combet
Lynx	Submarine	—	—	—	Lieut. Marrs
Porle	Submarine	500	—	—	—
Protee	Submarine	—	—	—	—
Styx	Armoured gunboat	1,798	10	1,700	Lieut. Morris
Fronda	Destroyer	350	7	308	Lieut. Seriot
d'Iberville	Destroyer	—	—	—	—
Takou	Destroyer	250	9	—	—
Pistolet	Destroyer	130	7	300	Comdr. Mortenol
Monarque	Destroyer	307	6	300	Lt. de la R. Keranderson
Yuban	Torpedo-depot	—	—	—	—
Veteran	Torpedo-depot	—	—	—	Lieut. Bihel
Manche	Surveying ship	1,825	10	9,000	Com. Ragot de Touche
* Flagship of Rear-Admiral Colloco de Kerillis, Commander-in-Chief, the French China Station.					
* Flagship of Commodore Boucaut, Commanding the local defence Indo-China.					
PORTUGUESE.					
Macao	Gunboat	—	—	—	Capt. Martins
Patia	Gunboat	700	—	—	Captain J. Milheiro

MARKET PRICES.

Hongkong, April 5, 1912.

BUTCHER MEAT.

	Cts.
Beef Sirloin & Prime Out, — Mei Lung Pa	20
" Corned, — Ham Ngau Yuk	20
" Roast, — Shiu	20
" Breast, — Ngau Lam	16
" Soup, — Tong Yuk	15
" Steak, — Ngau Yuk Pa	20
" do. — Sirloin Cotom — Ngau Lau	30
" Sausages, — Ngau Chauig	24
Bullock's Brains, — Know	per set 9
" Tongue fresh, — Ngau Li	each 45
" Corned, — Ham Ngau Li	60
" Head, — Ngau Tan	6
" Heart, — Ngau Sam	12
" Pump, Silt, — Ngau Kin	18
" Foot, — Ngau Kask	9
" Kidneys, — Ngau Yiu	9
" Tail, — Ngau Mei	18
" Liver, — Ngau Koh	12
" Tripe (undressed), — Ngau To	6
Calve Head & Feet, — Ngau-chai-tau-kark	set \$1
Mutton Chop, — Yeung Poi Kwat	lb. 22
" Leg, — Yeung Poi	22
" Shoulder, — Yeung Shau	20
Pigs Chitlings, — Chu Chong	22
" Brains, — Chu Know	per set 24
" Feet, — Chu Kark	lb. 12
" Fry, — Chu Chak	25
" Head, — Chu Tau	15
" Heart, — Chu Sum	each 13
" Kidneys, — Chu Yiu	9
" Liver, — Chu Con	lb. 30
Pork Chop, — Chu Pai Kwat	20
" Corned, — Ham Chu Yuk	—
" Log, — Chu Poi	24
" Fat or Lard, — Chu Yau	15
Sheep Head and Feet, — Yeung Tau Kark	set 50
" Heart, — Yeung Sum	each 6
" Kidneys, — Yeung Yiu	9
" Liver, — Yeung Con	1 24
Sucking Pigs, To Order — Chu Chai	22
Suet, Beef — Sang Ngau Yau	22
" Mutton, — Sang Yeung Yau	20
" Veal, — Ngau Chai Yuk	20
" Sausages, — Ngau Chai Chung	20

POULTRY.

	Cts.
Chickon, — Kai Chai	lb 30
Capon, Large, Small, — Sin Kai	30
Ducks, — Ap	30
Doves, — Pan Kau	each 24
Eggs, Hen — Kai Tan	per doz 24
Fowls, Canton, — Kai	lb 33
" Heiman, — Hoi Nam Kai	28
Geese, — Ngai	25
Geese, Wild, — Shang-ho Yea Ngai	pair 25
Musk Deer, — Wong Keng	each 25
Hare, Shanghai, — Tu Chai	—
" Partridge, — Cho Khoo	—
Pheasant, — Shan Kai	pair \$ 1
Pigeons, Canton, — Pak Kup	each 30
" Hoihow, — Hoi How Pak Kup	25
Quail, — Um Chun	20
Rice Birds, — Wo Fa Oheul	dozen 20
Snipe, — Sa Choy	each 20
Turkeys, Cook, — Phor Kai Kung	lb. 51
" Hen, — Na	05
Wild Ducks, S'hai — Shang hoi Sui Ap	—
Teal, — Sui Ap Chai	—
Wild Ducks Canton — Sang-Shing Sui Ap	—

FISH.

	Cts.
Barbel, — Ka Yu	lb 9
Bream, — Bin Yu	16
Canton Fresh Water Fish, — Hoi Sin Yu	16
Carp, — Li Yu	22
Codfish, — Chik Yu	18
Codfish, — Mun Yu	18
Crabs, — Hai	20
Outle Fish, — Muk Yu	15
Dab, — Sa Mang Yu	14
Dace, — Wong Mei Lun	11
Dog Fish, — Tit Tu Sa	8
Eels, Congor, — Hoi Mann	15
" Fresh water, — Tam Sin Yu	18
Eels, Yellow, — Wong Sin	28
Frogs, — Tien Kai	32
Grouper, — Sek Pan	52
Haddock, — Pak Kup Yu	12
Herrings, — Tso Pak	20
Halibut, — Cheung Kwan Kup	28
Labrus, — Wong Fa Yu	16
Loach, — Wu Yu	28
Lobsters, — Lung Ha	20
Mackerel, — Chi Yu	24
Monk Fish, — Mong Yu	28
Mullet, — Chai Yu	15
Oysters, — Sang Hoo	20
Parrotfish, — Kai Kung Yu	16
Perch, — Tau Leo	15
Pike, — Fa Paw Poong	8
Plaice, — Pan Yu	18
Pomfret, Black, — Hak Chong	22
Pomfret, White, — Pak Chong	28
Prawn, — Ming Ha	52
Ray, — Tai Pa Se	8
Rock Fish, — Sak Ka Kung	15
Salmon, — Ka Yu Yu	lb 4

肉食

Shark, — Sa Yu	9
Skate, — Po Yu	10
Shrimps, — Ha	23
Snapper, — Lap Yu	22
Sole, — Tat Sa Yu	18
Tench, — Wan Yu	18
Turbot, — Cho How Yu	20
Turtles, small, fresh water, — Kork Yu	57
White Bait, — Ngau Yu Chai	—

FRUITS.

	Cts.
Almonds, — Hung Yau	lb. 25
Apples (California) — Kam San Ping Kho	15
" (Chefoo) — Tin Chun Ping Kho	—
" Small, — Hoi Tong	—
" Custard, — Fan Lai Chi	each 1
Bananas, — Canton, — San Shing Hong Chiu	lb. 4
" (Siam), — Muen, — San Hong Chiu	—
Chestnuts, Chinese, — Foong Lut	15
Carambola, — Yeung Tue	—
Cocoanuts, — Yeh Tse	each 12
Lemons, China, — Ning Moong	10
" America, — Kam San Ning Moon	—
Lichees Dried, — Lai Chi, small Stone	b 25
" Fresh	—
Limes, (Siam), — ai Kung Ning Moong	each 10
Mango, Manila, — Lai Sung Mong	14
Mangosteens, — San Chuk Tse	doz 1
Oranges, (Canton) — San-shing Tim Ching	lb 8
" Sweet	15
Pears, (American), — Kam San Shoi Loy	—
" (Canton), Cooking, — Sa Lay	12
Peanuts, — Fa Sang	10
Persimmons Large, — Hung Chio	—
Pine-apples, 1st quality, — Poon Ti Paw Law	each 1
" 2nd, — Chung-tang Pav Law	—
Plantain, — Tai Chou	lb 1
Plums, — Swatow, Hung Lai	—
Pumelo, Siam, — Chin Lo Yau	each 14
" Shanghai, — Lo Kwat	—
Walnuts, — Hop Tuo	lb 15
" Green, — Sang Hop Tuo	—
Water Melon, — (Am.) Kam San Sai Kwa	each 1
" (China) Sai Kwa	—
Grapes, — Sang Po Tai Tse	lb 1

VEGETABLES, &c.

Artichokes, Shanghai, —Sheung-hoi, Ah Chi	lb	8	丁沽竹
Cheuk	...	...	澳門邊
Boans, (French), Macao, —Oh Moou Pin Tau	...	6	上海邊
(French) Shanghai, —Sheung Hai Pin	...	...	來菜
" Tau	...	...	豆角
" Sprout, —Ah Cho	...	3	紅菜頭
" Long, —Tau Ko	...	...	青元茄
Beet Root, —Hung Chai Tau	each	2	紅菜
Brinjals, Green, —Ching Yuan	...	6	芥菜
" Red, —Hung Ker	...	5	菜
Cabbage, Chinese, com, —Kai Choy	...	8	勝芽
Cabbage Red, —Hung Yea Choy	...	12	大柳菜
Cabbage, Shanghai, —Yeh Chai	...	...	中柳菜
Cane Shoots, bunch, —Kau Shun	lb.	1	細柳菜
Cauliflower, Large size, —Tai Yeh Cho Fa	each	...	金爹
" Medium size, —Cheung Yeh Cho Fa	...	...	唐芹
" Small size, —Sai Yen Chai Fa	...	...	唐芥
Carrots, —Kam Shum	lb.	0	洋芹
Celery, Chinese, —Tong Kan Chai	...	8	乾辣椒
" English, —Yeung Kan Chai	...	5	紅
Chillies Dried, —Gon Lat Chiu	...	15	青
" Red, —Hung Far Chiu	...	10	紅花
" Green, —Ching Lat Chiu	...	8	茄瓜
Curry Staff, English, —Kar Lee Chu Liu	...	10	茄瓜
Cucumbers, —Ching Kwai	...	2	苦瓜
Ritter Squash, —Fu Kwa	...	...	苦瓜
Garlic, —Que Tau	...	8	蒜頭
Ginger, young, —Sun Tse Keung	...	6	蒜頭
" old, —Lo Keung	...	8	蒜頭
Horse Radish, Shanghai, —Lik Kan	...	15	老力
Indian Corn, —Suk Mai	each	5	粟米
Lettuce, —Yeung Sang Chai	...	1	洋生菜
Water Chonuts, —Ma Tai	lb.	6	馬蹄
" Mandarin, —Kwai Lum Ma Tai	...	8	桂枝馬蹄
Mushrooms, Fresh, —Sang Cho Koo	...	...	生草菇
Mush Melon, Amer. —Kam-san Hong Kwa	each	...	金山
Okroes, —	...	b	...
Onions Bombay, —Yeung Chong Tau	...	8	洋蔥頭
" Green, —Sang Chong	...	6	生蔥頭
" Shanghai, —Shang-hoi Chong Tau	...	8	上海蔥頭
Papaw, 1st qual., —Tai Man Sau Kua	each	...	大青蔥
" 2nd	...	...	小青蔥
Parsley, —Kan Cho	...	8	芹菜
Green Peas, —Ching Tau	lb.	8	青豆
Potatoes, Sweet, —Fan Shu	...	3	甘薯
" Shanghai, —Shang-hoi Shu Tse	...	...	上海薯仔
" Japan, —Yut Poon Shu Tse	...	...	甘薯
" American, —Fa Ki Shu Tse	...	8	甘薯
" Foochow, —Foo-chow Shu Tse	...	3	甘薯
Pumpkin, —Tong Kwa	...	3	冬瓜
Radish, —Hung Lo Pak Tse	...	4	紅蘿蔔
Rhubarb (Fresh), —Tai Wong	...	...	大黃
Sago, —Tse So	...	...	紫藤
Shallots, —Gon Chung Tau	...	8	蔥
Spinach, —Yin Chai	...	5	...
Tomatoes, —Tan Ker	...	8	...
Taro, —Wu Tau	...	6	...
Turnips, Pauti, (Long), —Lo Pak	...	3	...
" English, —Yeung Lo Pak	...	2	...
Vegetable Ma row, —Chit Kwa	...	...	...
(American), —Kum-san Chit Kwa	...	...	...
Water Cress, —Sai Yeung Cho	...	8	...
" Lily root, —Lin Ngau	...	5	...
Yams, —Ta Shu	...	0	...

COMMERCIAL.

Rubber Share Market.

Messrs. Zorn & Leigh-Hunt's mid-weekly report dated March 27, of the Rubber Share Market and list of quotations states: So much attention is absorbed at present by other markets in the Stock Exchange that rubber shares are rather neglected except by investors pure and simple. At the fortnightly auctions which commenced yesterday, just over 700 tons of the raw material were up for sale, and the prices realised have been quite satisfactory, although fractionally below those of the last sales in the case of the high quality parcels. The annual reports which are now commencing to appear in good numbers are of a thoroughly satisfactory nature, and disclose a promising condition of affairs, especially in the case of the young producing companies. As mentioned below, the withdrawal of contango facilities for certain shares caused some difficulty in adjusting the position yesterday for the forthcoming settlement, and this led to some forced selling for cash, which resulted in a shilling or two being knocked off the quotation of two or three leading shares. The market as a whole, however, keeps hard in tone, with good shares in but scanty supply. Anglo-Malays are offered at 10/6. A final dividend of 25 per cent., making 70 per cent. for the year, has been declared. Anglo-Sumatras are 33-1 bid. Bandars have risen to 5-8 premium, with very few shares changing hands. Batu Caves are firm at 13-4. Borneo Trust shares and options keep their quotation. Bricks are still wanted round 10-32. Brooklands offer at 14-1-2 premium. The Bukit Rajah Company has declared a third interim dividend of 40 per cent., making 90 per cent. distributed so far. The shares are firm at 12-3-4. Bukit Sembawang are still being purchased, and do not offer under 1/10. Eastern Trust Shares, after rising to 21/-, have reacted to 19/6. Federated Selangors have been taken at 0-3-4. Galangas do not offer below 5/10-1-2. Glen Bervies are obtainable at 2. A good number of Jugra Lands have been taken up to 50/-. Kapars have improved to 7-5-8. Kuala are a steady market at 7-5-10. The final dividend of 25 per cent., making 45 per cent. for the year, declared by the Labu Company has scarcely affected the price of the shares. This may also be said of Langkat Sumatras, the final dividend declaration on the shares being 12-1-2 per cent. against interim 10 per cent. The settlement in Linggia disclosed the withdrawal of contango facilities, and a certain amount of stock that could not be paid for had to be sold, which depressed the shares to 30/3. Malacca Ordinary shares have fluctuated between 13-1-4 and 13-7-8. Patallings are firm at 2-3-10. Peraks offer at 7/-. Our remarks concerning Linggis apply also to Rubber Trust shares. Givers had to pay as much as 8 per cent. contango. Sedonaks have been taken at 1-7-8. The final dividend declaration by the Selangor Company of 87-1-2 per cent., making 275 per cent. for the year, has been well received. Stralmores are still being picked up, and the price has advanced to 1-11-0. The Sungai Way Company is paying a final dividend of 25 per cent.; the interim declaration was 20 per cent. Tanjong Malim offer about 1/1-1-2 premium. Tremelhyes are wanted at 5-5-10.

Notices

UNION INSURANCE SOCIETY OF CANTON, LTD.

A final dividend of Twenty Dollars per Share for the year 1910, and a final dividend of Thirty Dollars per Share for the year 1911 will be payable on TUESDAY, the 23rd inst. Warrants may be had in application at the office of the Society. Hongkong, 23rd April, 1912. [1330]

NOTICE OF REMOVAL.

W. M. POWELL, LTD., beg to announce that their establishment at Alexandra Buildings will be closed on SATURDAY NEXT, in order to facilitate the removal to their New Premises, which will be opened on MONDAY NEXT, April 23rd. Hongkong, 22nd April, 1912. [1328]

HONGKONG ELECTRIC CO., LTD.

ON and after May 1st, 1912, the charge for lighting fees, etc., will be charged in cents TWENTY-FIVE per unit, and the charge for Radiant and Motor to each TEN per unit. D SCOUTS WILL REMAIN AS AT PRESENT. GIBB, LIVINGSTON & CO., Agents. Hongkong, 7th April, 1912. [1312]

NOTICE.

WE have this day REMOVED our Offices to Top Floor, POWELL'S NEW BUILDING, 12, Des Voeux Road Central. A. B. MOULDER & CO. Hongkong, 15th April, 1912. [1314]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs net

In Bags of 250 lbs net

HEWAT, TOMES & CO.

Cable Manager.

Hongkong, 15th April, 1912. [1314]

MEE CHEUNG.

ART PHOTOGRAPHER.

HONGKONG.

TELEPHONE NO. 1013

Developing, Printing & Enlarging.

How to get the most of your pictures.

Auctioneers

Public Works Department. No. 8, 119.—It is hereby notified that the following Sale of Crown Land by Public Auction will be held at the Office of the Public Works Department on MONDAY, the 29th day of April, 1912, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOTS.

No. of Sale	Locality	Boundary Measurements	Area in Acres	Area in Square Feet	Annual Rent	Upset Price
1	Behind French Consulate	100 ft. by 100 ft.	1.00	10,000	150	1,500
2	Behind French Consulate	100 ft. by 100 ft.	1.00	10,000	150	1,500
3	Behind French Consulate	100 ft. by 100 ft.	1.00	10,000	150	1,500
4	Behind French Consulate	100 ft. by 100 ft.	1.00	10,000	150	1,500
5	Behind French Consulate	100 ft. by 100 ft.	1.00	10,000	150	1,500

The Purchaser of the Lot will also have to pay the sum of \$25 for boundary stones and \$30 for the Crown Lease.

W. OBATHAM, Director of Public Works. Hongkong, 20th April, 1912. [1326]

Public Works Department.

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5	Behind French Consulate	100 ft. by 100 ft.	1.00	10,000	150	1,500

The Purchaser of the Lot will also have to pay the sum of \$25 for boundary stones and \$30 for the Crown Lease.

W. OBATHAM, Director of Public Works. Hongkong, 20th April, 1912. [1326]

To Sail

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

Stran von BOMBAY via SINGAPORE and PENANG.

Having Connection with Company's Mail Steamers to Port Said, Messina, Naples, 10. horn, and Gen a also to Iceland, Trieste, all Mediterranean, Adriatic, Levantine and South American Ports u. to Calla.

Shipping Cargo at through rates to Persia Gulf, and Bagdad, also Barcelona, Valparaíso, Almería and Málaga.

THE Steamship

"ISCHIA."

Capt. Fajito, will be despatched as above on FRIDAY, the 26th inst., at Noon.

For further particulars regarding freight and passages, apply to CARLOWITZ & CO., Agents.

Hongkong, 23rd April, 1912. [1331]

THE AMERICAN & MANHATTAN LINE.

FOR NEW YORK.

(With Liberty to call at the Malabar Coast.)

THE Steamship

"MATOPPO."

Captain D. Rinaldi, will be despatched for the above port on or about WEDNESDAY, 16th May.

For Freight and further information, apply to THE BANK LINE, LTD., General Agents.

Hongkong, 15th April, 1912. [1309]

Consignees

TOYO KISEN KAISHA.

S.S. "CHIYO MARU."

FROM SAN FRANCISCO, via HONOLULU AND JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 26th inst. at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on May 3rd afternoon, will be subject to rent and landing charges.

All damaged and otherwise damaged Cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before 10th May, otherwise they will not be recognised.

K. MATSUDA, Agent.

Hongkong, 23rd April, 1912. [1313]

"GEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI."

FROM ANTWERP, MIDDELBORO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at 0.10 risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 8th May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th April, 1912. [1322]

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

FROM CALCUTTA, PENANG and SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 20th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 19th April, 1912. [1314]

Banks

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines and the Republic of Panama. Head Office—60, Wall Street, New York. London Office—5, Bishopsgate, E.C. BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for the year at 4 1/2 per annum for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and Sale of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong.

Hongkong, 22nd March, 1912. [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORIZED CAPITAL Yen 48,000,000

PAID-UP CAPITAL " 30,000,000

RESERVE FUND " 17,500,000

Head Office—YOKOHAMA.

Branches and Agencies at

Antwerp, London, Lyons, Nagasaki, New York, Osaka, Peking, San Francisco, Shanghai, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [18]

Public Companies.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, 8, George's Building, on SATURDAY, the 4th May, 1912, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 29th February, 1912, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 2nd April to the 4th May, 1912, both days inclusive.

By Order of the Board of Directors, GIBB LIVINGSTON & CO., Agents.

Hongkong, 17th April, 1912. [1311]

HONGKONG JOCKEY CLUB

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 27th April, 1912, at 12.30 p.m., at the Office of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 13th April, 1912 [1301]

FROM EUROPE.

THE H.A.L. Steamship

"SITHONIA,"

Captain Kotzke, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional goods will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th April, will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 29th April, at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo—Ex. "Coteburg" from Gottenburg.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 23rd April, 1912. [1314]

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

RESERVE LIABILITY OF PRO. \$10,000,000

COURT OF DIRECTORS:—

F. H. ARNOLD, Esq., Chairman

W. L. PATTENSON, Esq., Deputy Chairman

G. S. GUTHRIE, Esq., W. L. PATTENSON, Esq., G. R. LARSEN, Esq., F. LEE, Esq.

CHIEF MANAGER:—

Shanghai—H. E. B. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 2 per Cent. on the daily balance.

ON FIXED DEPOSITS:—

For 3 months, 3 1/2 per Cent. per annum.

For 6 months, 4 per Cent. per annum.

For 12 months, 4 1/2 per Cent. per annum.

N. J. STARR, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000

RESERVE FUND \$1,000,000

RESERVE LIABILITY OF PROPRIETORS \$1,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 1st April, 1912. [122]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:—

Bombay, Calcutta, Canton, Hankow, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

LONDON BANKERS:—

Messrs. N. M. ROYSCROFT & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.

DIRECTOR DER DISCONTO GESAMT-SCHAFT.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application.

Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 8th Oct., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital \$1,000,000

Subscribed " 1,125,000

Paid Up " 552,000

Reserve Fund 265,000

HEAD OFFICE:—

40, Throgmorton Street, London, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Hankow, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN:—

Messrs. Jardine, Matheson & Co., Ltd., BANKERS:—

Bank of England, London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted.

Stocks

SPORT.

IMPORTANT FOOTBALL TEST CASE.

Aston Villa Club Win Remarkable Action.

An action has been brought in the King's Bench Division by Herbert Charles Kingaby, who sued the Aston Villa Football Club for damages sustained in consequence of alleged conspiracy and malicious injury. Defendants denied the allegation, and set out a contract. Plaintiff said if there was a contract defendants had broken it. The claim, said Mr. Rawlinson (for plaintiff) was that the club, being a member of the Football League, had made certain rules which plaintiff contended were illegal as concerned professional football players; and, secondly, whether they were illegal or not that defendants made malicious use of their powers to prevent plaintiff getting employment for a long time. Kingaby was a young man employed by a firm of woollen manufacturers in London, and he got leave from his employers to play football on Saturdays and Bank holidays. Prior to 1906 he was engaged by Clapton Orient Football Club, playing on the outside right wing.

Not a Success.

About that time Aston Villa approached Clapton Orient, and it was agreed that plaintiff should transfer his services to the Midlands club, to play one day a week for £1 per week, and that he should have £10 expenses allowed. Plaintiff did not know at that time that Clapton Orient received £300 for his transfer. He played for eight weeks in March and April, 1906, for the Villa Club, and apparently he was not a success. There was a minute of the Villa Club, dated April 23, 1906, offering plaintiff to Clapton Orient for £150. They gave him no re-engagement; he was put on the retained list. He however, joined Fulham, which was not then a member of the Football League or bound by its rules.

About that time the Villa offered to re-sign him at the maximum wage of £4 a week, but without the special conditions re midweek matches. He refused their offer, and played for Fulham until 1908, when he joined Leyton. In 1910 there was an amalgamation of the Football League and the Southern League, and an agreement was entered into, which plaintiff said was illegal. In 1909, three years after leaving Aston Villa, they put his name on the transfer list at £350. The result was the plaintiff could not get any employment as a football player. He appealed to the league, and they reduced the sum to £300. He was then playing for Leyton, who also wanted £150 for his transfer. Plaintiff found, as a result of what he considered a malicious act on the part of defendants, that he could not get employment.

Offer of £2 a Week.

In consequence of an advertisement he received an offer, if he could get a free transfer, to be taken on by Croydon Common at £2 per week. Just before the action was brought defendants reduced the price of the transfer to £50. Plaintiff asked for an injunction to restrain defendants from insisting upon the payment of that sum for his transfer. He claimed that it was illegal, that the club had acted unfairly and tried to prevent him getting employment elsewhere. Plaintiff had now to take an engagement with the Peterborough City Club at 30s a week. Plaintiff was called and gave evidence in support of counsel's statement.

In cross-examination by Mr. Shearman, witness said he registered himself as a professional in 1905, when he was 24 or 25. Amateurs and professionals had to register. Is the object to prevent one club from touting for the players of another club, whether amateurs or professionals? Yes. And your object is to get the best value you can in the market for your skill? Yes. The Player's Union do not object to the players getting bonuses and the clubs being paid, but they object to a price being put upon the players to prevent them from going anywhere? They object to the transfer system in its entirety. Has not the system of buying a player and putting a price on his head been in existence for over 20 years? I do not know. Why did you not go to the Board of Appeal instead of bringing an action?—I considered that it was absolutely useless going to the board. Was not the maximum wage for a football player £4 a week until 1910? Yes. Simultaneously with the combination of the leagues was that got rid of?—I believe there is still a limit. The union had two objects: the increase of wages and the abolition of the transfer system? Yes. They got one half and not the other? Yes. And you want to get the other half—the abolition of the transfer system—in this court?—Yes.

No Case.

Mr. Justice Lawrence said he thought there was no case. Plaintiff said that defendant had been guilty of a legal wrong in placing him upon their transfer list at too high a price. He was not going to express any opinion as to whether the price was too high or not. He thought Mr. Rawlinson was right in saying that the duty of a club in placing a man on the transfer list and fixing the fee was to act bona fide, and to put a reasonable fee upon him. The fact that defendants put a fee on plaintiff which he considered too high did not seem to him to be a cause of action. There was no doubt that a malicious intention to prevent a man from obtaining employment might be a cause of action, but it must be in cases where steps were taken without justification. Even if they had placed a wrong fee, intending that he should not get employment, it was not an actionable wrong. It was an exercise of their rights with a wrong motive. As to the price, plaintiff had a two-fold remedy—first the appeal to the committee of the league; and then to the tribunal appointed by the Football Association, but he abstained. As to the claim that the league was a conspiracy to restrict the field of employment, there was no evidence of any malicious act aimed at plaintiff. It was adopted in pursuance of the policy of preventing the fleecing of players from one club to another, and he thought there was a perfectly good justification in their own interests for defendants entering into the combination. There was no ground for saying that there was a malicious conspiracy to injure plaintiff. What had taken place did not afford any grounds of action, and he therefore held there was no case to go to the jury. He entered judgment for defendants with costs. It was intimated that there would be an appeal.

A debtor at Clerkenwell County Court said that, when in employment, his work was in the ballooning line. He was doing nothing now, but was looking forward to the fete and gala season of the summer for business to look up.

At the Surrey Chapel, Blackfriars-rd., the Rev. H. J. Taylor said that the Primitive Methodists had during the century of their existence built on an average one church every week, and that rate was being still maintained.

The Financial Secretary to the War Office states that, at the option of commanding officers and if desired by the men, rabbits, refrigerated or fresh, are supplied to the Army in lieu of fresh beef not oftener than once a week. No unfavourable reports have been received. The experiment may be discontinued at any time if the men do not like it.

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe. Letters for this route should be superscribed via Siberia.

The Parcel Post system to the following places in China is for the present suspended:—Hapeh, Hunan and Tientsin.

MAILS VIA SIBERIA.

Left	Due
London	Shanghai
April 5th	April 23rd
April 1st	April 26th

MAILS DUE.

American, Mongolia, 7th prox.

MAILS CLOS.

Haiphong—Per Saigon, 26th April, 8 a.m.
Swatow, Amoy, Formosa and Fochow—Per Saigon 26th April, 10 a.m.
Swatow—Per Michael Jelen, 26th April, 10 a.m.
Batavia, Samarang, Sourabaya, and Macassar—Per Tjiluwang, 26th April, 11 a.m.
Straits and India via Bombay—Per India, 26th April, 11 a.m.
Macao—Per Sui Tai, 26th April, 1.15 p.m.
Weihaiwei and Tientsin—Per Hui-chow, 26th April, 3 p.m.

Siberian Mail.
Shanghai, North China and Japan via Yokohama (Europe via Siberia)—Per E. F. Ferdinand, 26th April, 4 p.m.

English Mail.
Tientsin and Chefoo—Per Kinkiang, 26th April, 5 p.m.
Hoihow and Shanghai—Per Johannes, 27th April, 8 a.m.
Timor, Australia, Tasmania and New Zealand—Per St. Albans, 27th April, 10 a.m.
Straits and India via Calcutta—Per Namsang, 27th April, 10 a.m.

Philippine Islands—Per Longsaw, 27th April, 1 p.m.
Shanghai and North China—Per Kwongsang, 27th April, 5 p.m.

Siberian Mail.
Shanghai and North China (Europe via Siberia)—Per Anhui, 27th April, 6 p.m.

Swatow—Per Haimun, 28th April, 9 a.m.
Swatow, Amoy and Formosa—Per Daijun-maru, 28th April, 9 a.m.
Macao—Per Sui Tai, 29th April, 1.15 p.m.

Straits and Borneo—Per Muttra, 29th April, 5 p.m.
Japan via Kobe—Per Kaimang, 30th April, 10 a.m.
Swatow—Per Cheongshing, 30th April, 10 a.m.

Philippine Islands, Straits, Borneo, Ceylon, Aden, India, Western Australia, India, Aden, Egypt, and Europe, via Naples. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) Late letters 11 a.m. to 11.30 a.m. Extra postage 10 cents.—Per Kleist, 30th April, 11 a.m.

Shanghai, Northern China and Japan via Moji, Canada and Tacoma—Per Panama-maru, 30th April, noon.
Mantis, Hoihow and Cebu—Per Rubi, 30th April, 3 p.m.

Philippine Islands—Per Rubi, 30th April, 8 p.m.
Philippine Islands—Per Taining, 30th April, 8 p.m.
Swatow—Per Haimun, 1st May, 10 a.m.

Swatow, Amoy and Formosa—Per Hunan, 1st May, 8 p.m.
Japan via Yokohama—Per Fazika, 2nd May, 11 a.m.

Amoy and Formosa—Per Tjiluwang, 2nd May, 11 a.m.
Shanghai and North China—Per Chuan, 2nd May, 8 p.m.
Samarang and Sourabaya—Per Tjiluwang, 3rd May, 11 a.m.

SHIPPING NEWS.

The C. P. R. Co.'s s.s. Empress of Japan arrived at Shanghai at 3 a.m. yesterday, and left again at 2 p.m. same day for Hongkong, where she is due to arrive on Saturday, the 27th inst., at 6 a.m.

The Mogul Line s.s. Lothian from United Kingdom, left Singapore yesterday morning and is therefore due here on or about 80 inst.

The P. & O. S. N. Co.'s s.s. India arrived at London, on the 24th inst., afternoon.

The Dowell Line s.s. Diore Castle arrived New York, on the 21st inst.

ARRIVED.

St. Albans, Br. s.s., 4,119, W. G. McArthur, 24th April—Kobe via Moji, 20th April, Gen.—G. L. & Co.
Taishan, Chi. s.s., 1,216, R. G. Parham, 24th April—Shanghai via Fochow 22nd April, Gen.—C. M. S. N. Co.
Andien, Swed. s.s., 3,001, G. Van Daele, 24th April—Moji 18th April; Gen.—M. & Co.
Anhui, Br. s.s., 1,250, J. B. Harris, 24th April—Shanghai 21st April, Gen.—B. & S.
Dakota, Br. s.s., 3,296, W. A. Ross, 24th April—Saigon 20th April, Ballast.—S. O. Co.
Chiangmai, Ger. s.s., 1,080, H. Olden, 26th April—Bangkok 12th April, Gen.—M. & Co.
Huichow, Br. s.s., 1,217, G. Hooker, 25th April—Tientsin 16th April, Gen.—B. & S.
Wai Shing, Br. s.s., 1,170, P. Holmwood, 25th April—Wuhu and Chinkiang 20th April, Rice.—J. M. & Co.
Kinkiang, Br. s.s., 1,228, Robertson, 25th April—Canton 24th April, Gen.—B. & S.
Pelehahuri, Br. s.s., 1,373, G. Gosewith, 26th April—Bangkok 17th April, Rice.—B. & S.
Childar, Br. s.s., 1,102, H. Nielsen, 26th April—Manila 22nd April, Gen.—A. T. & Co.
E. F. Ferdinand, Aus. s.s., 3,843, P. A. Leva, 25th April—Tientsin and Singapore 10th April, Gen.—S. W. & Co.
Walton Hall, Br. s.s., 3,203, Fraser, 25th April—New York 2nd Mar., Gen.—S. T. & Co.

DEPARTED.

April 25.
Oriental, for Shanghai.
Peking, for Yokohama.
Kishu-maru, for Kobe.
Tatsumi, for Canton.
Telemachus, for Saigon.
Frit, for Newchwang.
Benledi, for Yokohama.
Johanne, for Macao.
Prism, for Hoihow.
Kwangshai, for Shanghai.
Eka-erinoslav, for Japan.
Chinhu, for Shanghai.
Capt. A. F. Lums, for San Francisco.

PASSENGERS DEPARTED.

Per s.s. China, sailed on 23rd April, for San Francisco, &c.:—
Advar, J. S. Johnson, Miss E. Adams, H. W. Jones, E. E. Ash, Rev. J. W. Kutz, Paymaster
Avist, Mr. & Mrs. J. F. O'Sullivan
Vao Keith, D.
Alford, Donald King, Miss M. O.
Alford, Dea. Lapp, Rev. & Mrs. G. J.
Alexander, Mr. and Mrs. H. W.
Mrs. H. S. Ladd, E. W.
Alderson, J. Lerch, Mrs. A.
Bean, Rev. & Mrs. Lowenstein, Miss B. F.

Barry, Miss M. S. Mesker, Mr. and Barnett, J. C. Mrs. C. H.
Barry, Mrs. J. A. McCear, Dr. Ed Cox, E. H. MacDonald, Miss Cathman, M. Martin, Mrs. G. Chang Chou
Caulkins, Mr. and Mrs. G. W.
Ceinz, Miss K. Nicoll, & Mrs. C. D.
Comrie, R. C. Newberger, Mr. & Carlson, Miss A. B. Mrs. E. N.
Chun Wun-ming Noyes, Rev. & Mrs. W. D.
White, L. Newcom, Mr. and Chan Hop, Mrs. Mrs. M. E.
Dilbert, Mr. & Mrs. O'Callaghan, Father A. J.
Daughton, Mr. and Mrs. W. F.
Dye, Mrs. S. D. J.
Dunham, Mrs. J. L. Peterson, W. Emerson, Dr. H. K. Robinson, Lieut. Eubank, Mr. and Mrs. E. E.
Fox, A. C. Roscelini, M. G.
Fugiwara, Mrs. K. Roth, Mrs. R.
Gorley, Miss E. Stevenson, Miss Gould, Mrs. J. H. O.
Hacholmer, E. Saunders, W. W. Huffman, Mrs. S. Snyder, Mrs. F. S.
Hicks, Mrs. M. Snyder, Master L. Hacholmer, Miss Schoonmann, F. Hoyt, Mr. & Mrs. W.
H. W. H. Sui Lee-shue, Mrs. Bicks, Miss L. Thorne, G. S.
Barlow, Capt. O. Vogler, W. N. S. W. Vail
Hodgson, J. P. Valentine, Mrs. R. Isaacson, Miss S. E.
Isaacson, Miss L. White, Mr. & Mrs. Isaacson, Dr. and N. W. H. E. W. H. E. W. H. E.

VESSELS IN PORT.

STAMERS.
Cambrie, Br. s.s., Skelton, 14th April—New Port 15th Feb., Coal.—B. & Co.
Chiyo Maru, Jap. s.s., 13,426, W. W. Greeno, 24th April—San Francisco 27th Mar., Mails and Gen.—T. K. K.
Daijin Maru, Jap. s.s., 899, D. Fuchigami, 24th April—Swatow 23rd April, Gen.—O. S. K.
Eriken, Nor. s.s., 1,377, Angeman, 24th April—Canton 23rd April, Ballast.—Order.
Glenogle, Br. s.s., 2,339, Graves, 23rd April—Rangoon and Manila 21st April—Saigon Tai Hong.
Haiyang, Br. s.s., 1,882, J. W. Evans, 24th April—Fochow via Ports, Swatow 23rd April, Gen.—D. L. & Co.
Ischia, It. s.s., 2,610, G. Helseto, 2nd April—Kobe and Sui 17th April, Gen.—C. & Co.
Lockean, Ger. s.s., 1,657, V. Taubert, 20th April—Bangkok and Saigon 16th April, Rice.—B. & S.
Loong Sang, Br. s.s., 1,059, Leank, 2nd April—Manila 20th April, Gen.—J. M. & Co.
Minchuria, Am. s.s., 3,750, A. Dixon, 20th April—San Francisco 21st Mar., Mail and Gen.—P. M. S. S. Co.
Marie, Ger. s.s., 1,160, Schlatkin, 20th April—Saigon 16th April, Gen.—J. & Co.
Michael, Jensen, Ger. s.s., 951, J. Petersen, 22nd April—Haiphong 20th April, Gen.—J. & Co.
Minnesota, Am. s.s., 13,323, T. W. Garlick, 21st April—Seattle 16th Mar., and Manila 18th April, Gen.—N. Y. K.
Namsang, Br. s.s., 2,691, P. M. B. Lake 21st April—Moji 16th April, Gen.—J. M. & Co.
Panama-Mar, Jap. s.s., 3,757, Kanuo, 22nd April—Shanghai 19th April, Gen.—O. S. K.
Phoumpenh, Br. s.s., 1,065, Jas. H. Scott, 23rd April—Saigon 19th April, Gen.—Wo Fat Sing.
Pongtong, Br. s.s., 998, W. Boteffuhr, 20th April—Bangkok 16th April, Rice.—B. & S.
Quinta, Ger. s.s., 900, F. Schlegler, 22nd April—Bangkok and Swatow 21st April, Rice.—S. & Co.
Rajaburi, Br. s.s., 1,189, O. Wolff, 23rd April—Bangkok and Swatow 22nd April, Rice.—B. & S.
Singao, Br. s.s., 1,042, Jamieson, 24th April—Haiphong and Hoihow 23rd April, Gen.—B. & S.
Tjiluwang, Dutch s.s., 3,061, A. Oldenburger, 20th April—Japan 11th April, Gen.—J. O. C. J. L.
Too Sui, Br. s.s., 881, P. N. Marousen, 19th April—Bangkok 10th April, Rice.—A. Buno.
Voluts, Br. s.s., 2,956, Wilton, 14th April—Tientsin 7th April. Bulk oil.—A. P. & Co.
Wong Koi, Ger. s.s., 1,115, H. Oltmann, 21st April—Singapore and Saigon 18th April, Rice.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

Anhui, for Canton.
Michael, for Canton.
Washing, for Canton.
Huichow, for Canton.
Sulchew, for Kwangchowwan.
Tjiluwang, for Batavia.
Chinhu, for Shanghai.
Childar, for Canton.

PASSENGERS ARRIVED.

Per s.s. Taishan, arrived 26th A. M. from Shanghai, &c.:—
Sun Yat-sen

SHIPS PASSED THE CANAL.

19th March—Glenstrae, Erzhortzorg Franz Ferdinand, Moyune, Peshawar, Miyasaki Maru, Yang Tze. 22nd March—Cakhas, Pathan. 26th March—Benledi, Borneo, Elionia, Peking, Prim, Kawachi Maru, Soandla. 29th March—Bellorophon, Diomed, Lothian, Prinz Eitel Friedrich, Prinz Ludwig, Salsuma, Yarra. 2nd April—Inverclyde, Kitano Maru, Nile, Patroclus, Stentor, Tancor, Rhosun. 9th April—Aki Maru, Ambria, Bayern, Glenesk, Ilyson, Indramayo, Poroson, Sonson, Specin, Syria, India. 12th April—Benvorlich, Bulow, Ernest Simons, Karanga, Meinam, Yorak, Africa. 16th April—Iyo Maru, Annan, Atrous, Prometheus, Badenita, Kina, Benlarig, Douglashiro, Metanoz, Nore, Pera, Tourane. 23rd April—Bengloe, Benlomond, Dard-nus, Glanorganshiro, Jacon, Pakling, Patricia, Poleus, Proseus, Vlaimir.
Arrival at Home—19th March—Ajax, Segovia. 22nd March—Tango Maru, Wilhelmina. 26th March—Adioli, Lertosa, Gambia, Loyat. 29th March—Benloach, Derillinger, Ernest Simons, Idomonous, Saxonia, Silesia, Thoson. 4th April—Sootira. 9th April—Aragonia, Dombas, Peria, Kamo Maru, P. E. Friedrich. 13th April—Patroclus, Siam, Tencer, Rheuss, 16th April—Ambria, Aki Maru, Yoda. 28th April—Inverclyde, Soandla.

Mail Steamers.

THE PENINSULAR AND ORIENTAL S. N. CO.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARK
LONDON, via Usual Ports of Call	ASSAYE, Capt. G. W. Cockman, N.M.N.	Noon, 27th April.	
LONDON & ANTWERP, via SWAMP, O'MEO, PORT SAID AND MARSEILLES	NAMUR, Capt. F. E. Andrews, N.M.N.	10 a.m. 1st May.	Freight and Passage
HANGHAI, MOJI, KOBE & YOKOHAMA	SYRIA, Capt. R. A. Peters.	About 8th May.	Freight and Passage

For full or particulars, apply to

E. A. HEWETT,

P. & O. S. N. Co.'s office, Superintendent.

Hongkong, 25th April, 1912.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To sail on
MANILA, NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTH AMPTON, ANTWERP & HAMBURG	KLEIST, Capt. L. Maass	17,000 TUESDAY, 30th April, at Noon.
SHANGHAI, TIENTSIN, KOBE and YOKOHAMA	BULOW, Capt. H. Forster	16,330 THU SAT, 2nd May.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	COBLENZ, Capt. L. Klugkist	6,750 SATURDAY, 13th May, at 9 a.m.
KOBE & YOKOHAMA	COBLENZ, Capt. L. Klugkist	6,750 FRIDAY, 3rd May.
RUDAT & SANDAKAN	BORNEO, Capt. F. Simbill	6,750 Middle of May.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Telephonken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO.

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 24th April, 1912.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 d. y.)

STEAMERS.	CAPTAIN	LEAVING.
Haiyang ...	J. W. Evans	FRIDAY, 26th April, at 11 a.m.
Halching ...	W. O. Passmore	TUESDAY, 30th April, at 11 a.m.
Haitan ...	J. S. Roach	FRIDAY, 3rd May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haimun ... | A. H. Stewart ... | WEDNESDAY, 1st May, at 11 a.m.

Steamers will arrive at, and depart from, the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to

Douglas, Laprak & Co., General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans	5th April	27th April

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Booms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

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